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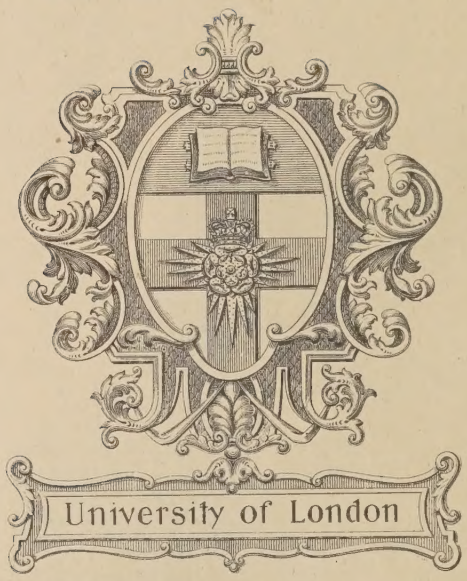

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# REPORT

FROM THE

## SECRET COMMITTEE

ON THE

# POST-OFFICE;

*TOGETHER WITH*

## THE APPENDIX.

THE REFORM CLUB PALL MALL

*Ordered, by* The House of Commons, *to be Printed,*
5 *August* 1844.

[***Price*** **1*s.*** **3*d.***]

*Martis, 2° die Julii*, 1844.

*Ordered*, THAT a Committee of Secrecy be appointed "to inquire into the State of the Law in respect to the detaining and opening of Letters at the General Post-office, and into the Mode under which the Authority given for such detaining and opening has been exercised, and to Report their Opinion and Observations thereupon to The House."

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Committee nominated:

| | |
|---|---|
| Viscount Sandon. | Mr. Warburton. |
| Mr. Wilson Patten. | Mr. Strutt. |
| Mr. Thomas Baring. | O'Conor Don. |
| Sir William Heathcote. | Mr. Ord. |
| Sir Charles Lemon. | |

*Ordered*, THAT the said Committee have power to send for Persons, Papers, and Records.

*Ordered*, THAT Five be the Quorum of the said Committee.

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# REPORT.

THE COMMITTEE OF SECRECY appointed to inquire into the State of the Law in respect of the DETAINING and OPENING of LETTERS at the GENERAL POST-OFFICE, and into the Mode under which the AUTHORITY given for such Detaining and Opening has been exercised, and to Report their Opinion and Observations thereupon to The House, and to whom several PETITIONS were referred;——HAVE examined the Matters to them referred, and have agreed to the following REPORT:

YOUR Committee, in performance of the duty which The House has devolved upon them, of inquiring into the State of the Law respecting the detaining and opening of Letters at the General Post-office, beg to state in the outset that although the wording of the 33d and 36th chapters of the 1st of Victoria, which now mainly regulate the Post-office, is, in respect of the matter in hand, somewhat different from that of the 10th chapter of the 9th of Anne, for which they were substituted, yet that there appears to be no such variance between the Statutes of those two periods respectively, as to prevent Your Committee from assuming, for the convenience of their inquiry, that the same powers are conveyed or recognized in all.

The inquiry, therefore, what the state of the law now is respecting such detention and opening, is reduced to the inquiry what the state of the law was, respecting the same matter, immediately on the passing of the Statute of Anne, unless, in the intervening period, the principles which regulate the interpretation of Acts in general, should have undergone modification, or cases should have been decided in the superior courts of law which might have a bearing on the construction to be given to this particular Act. With that reservation, the law on the matter in question was the same in 1711 that it is in 1844.

In preference to discussing the purely legal question, how far the Statute of Anne, in recognizing the practice, on the part of the Secretaries of State, of issuing Warrants to open Letters, rendered it lawful for the Secretaries of State to issue such Warrants, Your Committee propose, so far as they have materials for that purpose, to give the history of this practice, prior and subsequent to the passing of that Statute: these materials being such as ought not to be overlooked in investigating the grounds on which the exercise of this authority rests.

In these early researches, Your Committee will have occasion to inquire into the condition of the Posts in this country at various periods of our history, and into the connexion that subsisted between them and the supreme authorities of the country. In these inquiries Your Committee have been assisted by Sir Francis Palgrave, of the Rolls Office, by Messrs. Lechmere and Leman, of the State Paper Office, and by Mr. Reeve, of the Council Office.

It does not appear at what precise period the Crown undertook to be the regular carrier of Letters for its subjects. The Crown, doubtless, found it necessary, at a very early period, to the exercise of the functions of Sovereignty, to be able to convey with speed and security its own despatches from one part of the realm to another, and from and to parts beyond the seas; and for that purpose it appointed certain messengers or runners, called the Posts. These Posts were also employed for the personal convenience of the Sovereign, and the individuals composing the Royal Court. In course of time, a Master of the Posts was appointed, and the first of these on record was Brian Tuke, Esq. afterwards Sir Brian Tuke, Knight, who held that office in 1516, and whose letter to Thomas Cromwell, respecting the performance of its duties, dated 17th August 1533, is given in the Appendix. The joint successors of Sir Brian Tuke, were Sir William

Paget, Knight, Privy Councillor, and one of Henry the Eighth's Chief Secretaries, and John Mason, Esq., Secretary for the French Tongue. The Letters Patent, dated 12th November 1545, conveying to them this office, grant to them, during their lives and the life of the survivor, the office of Master of the Messengers, Runners, or Posts, as well within the Kingdom of England as in parts beyond the seas in the King's dominions, together with the wages or fee of 66*l.* 13*s.* 4*d.* a year, to be held by themselves or their sufficient deputy or deputies, &c.; but besides his fee, the Master of the Posts received from the Crown the amount of his expenses for conveying Letters, of which he rendered in an account, many samples of which are given in the Appendix. There is a sucession of Patents (including recitals of Patents), granting the same office, at the same fee, to other parties for life, in the times of Elizabeth, James 1, and Charles 1.

With regard to correspondence conveyed by other Messengers than their own, our Monarchs viewed it with great suspicion; but it was especially towards Letters arriving from or going to parts beyond the seas that their vigilance seems to have been directed. The frequency of disputed successions to the Crown, and the constant jealousy entertained of the Court of Rome, will assist in explaining their desire to prevent such correspondence. All Letters coming from beyond the seas were directed to be seized; but, in the time of Edward the Second, to whose reign the first record of this kind belongs, the King's Bailiffs, in assisting the Admiral of the Fleet to search for Letters, were forbidden, under pretext of such powers, to attack or oppress any Merchants or others crossing the seas. The open seizure by Wolsey, in 1525, of the Despatches sent from this country by the Ambassador of the Emperor Charles the Fifth, is a proof of the extraordinary jealousy with which foreign correspondence was regarded, and of the vigilance with which it was watched.

After the grant of the Office of Master of the Posts to any new person, a Royal Proclamation always followed, to notify the new appointment. Consequent on the grant of the Office by Queen Elizabeth, in the year 1590, to John Stanhope, Esq., there is a Proclamation, prohibiting all persons whatsoever from gathering up, receiving, bringing, or carrying out of the Realm any Letters or Packets, without the allowance of the Masters and Comptrollers of the Posts, or their Deputies. "All Mayors, Bailiffs, &c. are ordered to make diligent "search for all Mails, &c. of all such disavowed carriers, &c. or suspected "persons, coming into or going out of the Realm with packets of Letters; and "all such to apprehend, &c., keeping them in safe custody, until, by the view "of their writings, sent up to the Privy Council, it be seen and advised what "further shall be done with them." Exception is made of the Despatches of Her Majesty's Principal Secretaries, of Ambassadors, and of others sufficiently authorized. Similar prohibitions are contained in the Proclamations announcing the appointment of new Postmasters in the two subsequent reigns.

The practice probably began at an early period, and afterwards grew into a regular custom, of allowing private persons to avail themselves of the King's Posts for transmitting their correspondence. This probably became a perquisite to the Postmasters, while, at the same time, it gave to Ministers of State the power of narrowly inspecting the whole of the written communications of the country.

The employment of the Posts for carrying the Letters of the subjects of the Crown is recognized in a Proclamation, dated 1591, consequent on the before recited grant by Queen Elizabeth to John Stanhope, Esq. of the office of Master of the Queen's Posts. The Lord Treasurer and others are thereby directed to notify to all Merchants, both strangers and others, in the City of London, that they are not to take upon them to employ any disavowed persons to convey their Letters, but are to use such only as are lawfully appointed for that purpose. The same direction is repeated in a Proclamation of James 1, dated 1609. In the year 1628, in an Address from the House of Commons to Charles 1, it is stated that the Deputy of the King's Postmaster, appointed to carry the Letters for the Crown beyond the seas, was likewise employed for the same purpose by the English Merchants.

With regard to Inland Letters, in a document obtained from the State Paper Office, and dated 1635, it is stated that the King's Postmasters carried the subjects' Letters, but up to that time had never reaped any benefit from it.

The officer who has been hitherto mentioned as the King's Postmaster, was the Master of the Posts within the King's dominions, at home or beyond the seas.

seas. To him, however, had hitherto belonged the transmission of letters both at home and abroad; but in 1619 a new Patent Office was established by James 1, called that of the Postmaster of England for foreign parts *out* of the King's dominions. This Patent gave rise to a long legal contest between Lord Stanhope, who held the former of these two offices, and Matthew de Quester, the new Patentee. During these proceedings, lest the Merchants of London should sustain inconvenience from interruption to their foreign correspondence, an order was issued permitting them to convey their Letters to and from parts beyond the seas, by messengers of their own choosing; and moreover, the Lords of the Council, to whom the dispute had been referred, advised De Quester, by letter, not to give any interruption to the conveyance and reconveyance of the Merchants' Letters. On the subject of this letter, the Secretary of State, Sir John Coke, wrote to his Co-Secretary of State, Lord Conway, calling the power of sending foreign letters a branch of the Royal authority, affirming that no place in Christendom can be named where Merchants are allowed to send their Letters by other posts than those authorized by the State; that his colleague best knew what account they shall be able to give in their places of that which passeth by Letters in or out of the land, if every man may convey Letters, under the covers of Merchants, to whom and what place he pleaseth, &c. The order, "upon weighty reasons of State," was afterwards limited to the Company of Merchant Adventurers alone, and they were only to convey their Letters to the towns of Hamburgh and Delf, and they were to give bond to carry no other Letters than those concerning the Company; no one was to be appointed messenger to the Company unless approved of by the Secretaries of State; the other Companies of Merchants were to send their despatches by De Quester only; and, in times of war and danger to the State, the said Company, and all other Companies of Merchants, if required, were to acquaint the Secretaries of State, from time to time, with their Letters and Despatches into foreign parts. In the end, by the influence of the Crown, Lord Stanhope was made to surrender his Patent. De Quester's Patent came into possession of one Thomas Witherings, who suggested to the Crown a plan for the entire re-organization of the Inland Posts, which, instead of producing at that time any revenue to the State, were a burthen to it of 3,400*l.* per annum. The plan proposed consisted essentially of three parts: the establishment of fixed Rates of Postage; substituting Horse Posts, which were to travel at the rate of 120 miles in 24 hours, instead of Foot Posts, which travelled at the rate of 18 miles; and giving to the Public generally the use of the Post-office. This plan was adopted; Witherings was appointed to the office; and thus became centered in the same person the offices of Postmaster for Inland and for Foreign Letters. In 1635 and 1637 appeared two Proclamations, to notify and give effect to the new plan of Mr. Witherings; and in both these there were clauses prohibiting any other than Mr. Witherings, or his Deputies, from carrying Letters.

In 1640, on a charge of divers abuses and misdemeanors committed by Witherings in the execution of his said two offices, they were sequestered into the hands of Philip Burlamachi, of London, merchant, who was to execute the same under the care and oversight of the Principal Secretaries of State; and without tracing at this day the disputes which the conflicting pretensions of different individuals to the possession of these offices gave rise in the year 1642, it will be sufficient to say that, shortly afterwards, the management of the affairs of the Post-office fell into the hands of Mr. Prideaux, who was chairman of the Committee appointed by The House to consider the Inland Department of the Post-office, and was afterwards, under the Commonwealth, Attorney-general to the State. Mr. Prideaux was appointed Master of the Posts, in 1644, by the authority of both Houses of Parliament.

The validity of the clause in the grant to Witherings, of the Inland Letter-office, prohibiting any but the persons appointed by the Patentee from receiving or delivering Letters at any place where the Patentee should settle Posts, was brought in question, in 1646, before a Committee of the House of Lords. Two of the Judges were appointed Assistants to the Committee, and were expressly ordered to Report their opinion as to all such particulars concerning the validity of the Patent as the Committee might think fit to ask them; and they reported, "That the Inland Letter-office Patent was well erected; that the clauses of "restraint, in the said Patent, are void, and not good in law; that, notwith-"standing these clauses be void, yet the Patent is good for the rest" The

Foreign Letter-office Patent was not referred to the consideration of the Committee.

According to the law as expounded by the two Judges, no person, under the authority of Letters Patent from the Crown, could, without an Act of Parliament, lawfully set up any exclusive title to carry Mails of Letters from one part of the kingdom to another. It appears that in 1650 the Common Council of the city of London, not satisfied with the footing on which Mr. Prideaux, then Attorney-general, had placed the Posts, of conveying Letters into all parts of the nation only once a week, endeavoured of their own authority to settle Posts on the several roads, which were to run twice a week; and this they had actually done in the whole line of the road to Scotland. On a Report to that effect from the Council of State, the Parliament resolved, " that the offices of Postmasters, " inland and foreign, are and ought to be in the sole power and disposal of the " Parliament;" and they referred it to the Council of State to consider how those offices might best be settled; and in the meantime to take orders for the present management thereof.

These offices continued, until 1653, to be managed by Mr. Prideaux. They were farmed in 1653, and in 1655 the management of them was entrusted to Mr. Secretary Thurloe, on his giving security for the then present rent of 10,000 *l.* a year.

In 1657, a Bill for the settling of the Postage of England, Scotland, and Ireland was laid, by order of the Protector, before his Parliament, and passed with some amendments. It provided for the establishing one General Post-office, and one Postmaster-general, to be appointed under Letters Patent by the Lord Protector and his successors, such officer and his deputies (with certain reservations) to have exclusively authority to carry inland and foreign Letters; and of horsing all thorough Posts, and persons riding by Post to and from any places upon any of the Postroads, with power to levy certain Rates for conveyance of Letters and horsing of Posts; imposing penalties on any persons other than the Postmaster-general or his deputies, who shall set up Posts for the conveying of Letters or horsing of Posts; providing for the forwarding by Post of Ship Letters, for the exercise of superintendence over the Postmaster by the Lord Protector and his successors, and giving power to the Lord Protector and his successors to farm the Post-office for life, or for any term not exceeding 11 years.

After the Restoration, Charles 2 granted, by Letters Patent, 14th August 1660, to Henry Bishopp, for the term of 7 years, the office of the Master of Running Messengers, formerly held by Lord Stanhope and others, &c.; and by a separate indenture, dated September 1, agreed to farm to the said H. Bishopp, for the term of 7 years, all powers and profits expressed in the " pretended " Act of 1657, for the annual rent of 21,500 *l.*, payable quarterly. The said Bishopp agreed, at the rates stated in the said " pretended" Act of Parliament, and no higher rates, to defray the whole charges of maintaining the said office; the King agreeing that the Parliament shall be moved speedily and effectually to pass an Act of Parliament, in the due and usual form, for settling the said postage and the profits thereof on his Majesty, as part of his said Majesty's revenue.

On the 12th of September 1660, it was ordered by the Lords and Commons, in Parliament assembled, that the office of Postmaster, and the postage and carriage of Letters, domestic and foreign, should continue to be exercised by the same persons now employed therein by his Majesty, their agents and servants, according to the same rates and rules now practised, and without the interruption of any person or persons whatever, until the 6th day of November next ensuing. And in December 1660, an Act was passed, agreeing nearly, *mutatis mutandis*, in its enacting clauses with that of 1657.

The passing of this Act was followed by a proclamation for quieting Bishopp in the execution of his office. On his surrendering it in 1663, it was granted to Daniel O'Neale, one of the Grooms of the Chamber, who farmed it for the remainder of Bishopp's original term, and on the same conditions. A Proclamation followed O'Neale's appointment. An Act passed in 1663, for settling the profits of the Post-office on the Duke of York and his heirs male; and two Proclamations followed, one in 1669, the other in 1683, for enforcing the due execution of the said Acts. On the expiry of O'Neale's lease, in 1667, Lord Arlington was appointed Postmaster-general, and a Proclamation followed for quieting him in the execution of his office. No Statute for altering the management

ment of the Post-office, or the rates of Postage, was passed during the reign of James 2 and William 3; nor until the 9th year of Anne.

In reviewing that period of the history of the country, which commences with 1641, Your Committee beg to notice the following incidents, as bearing on the subject of their inquiry.

Repeated stoppages of the Foreign Mails were made by the orders of the Two Houses, and Committees were appointed, composed of the Members of both Houses, to open and read the Letters stopped. On one of those occasions Mr. Pym reported the answer of the Lords to a message from the Commons to stop the Foreign Mails, "that they did yield to the opening of Letters; but it would "be very inconvenient if often used."

The opening and detention of the Letters coming from France and Antwerp in November 1641, led to a complaint to the King and to the Lords from the Ambassador of the Republic of Venice.

The Preamble to the Act of Cromwell's Parliament for settling the Postage of England, Scotland, and Ireland, enumerates among the advantages of the Post, that it is the best means "to discover and prevent many dangerous and "wicked designs which have been and are daily contrived against the peace and "welfare of the Commonwealth, the intelligence whereof cannot well be com-"municated, but by Letter of Escript."

It scarcely needed this evidence to prove that during the Protectorate recourse was had to the expedient of opening Letters. This fact is sufficiently apparent from the number of Letters designated as "Intercepted Letters," in the State Correspondence of Secretary Thurloe.

No preamble similar to that which the Act of Cromwell contains, appears in the Statute of Charles 2, for erecting and establishing a Post Office. But in the lease granted to Bishopp, of the profits to arise from the Post Office under the Act, which Parliament was to be moved by His Majesty speedily and effectually to pass, it is agreed that the lessee shall permit and suffer the said Secretaries of State for the time being, or either of them, from time to time, and at all times during the proposed term, to have the survey and inspection of all Letters within the office or offices aforesaid, at their or either of their discretion. And the same power is reserved to the Secretaries of State in the lease granted to Bishopp's successor, O'Neale.

In the Proclamation which immediately followed the passing of the Statute of 1660–1, the practice of opening, by authority of the Secretary of State, Letters lawfully conveyed, is not mentioned; but in the Proclamation which followed the appointment of Bishopp's successor, O'Neale, the words occur which correspond to those afterwards introduced into the Statute of Anne:

"And we do further charge and command that no Postmasters or other "officers, that shall be employed in the conveying of Letters, or distributing of "the same, or any other person or persons of quality or condition soever they "be, except by the immediate Warrant of our Principal Secretaries of State, "shall presume to open any Letters or Packets not directed unto themselves, "or that they, or any other persons whatsoever, do stop any Mayl in the "passage to or from London, or any other place whither the same is consigned "and directed, but shall truly and faithfully deliver the same, without any "opening, concealing, or retarding the delivery thereof." These words are not repeated in the subsequent Proclamations of 1667, 1669, 1683, and 1685.

As to Letters unlawfully conveyed, it is directed in the Proclamations of 1660–1, and 1667, that they be seized and sent to the Privy Council; in those of 1669, 1683, and 1685, that they be considered as Letters of dangerous consequence, and be seized and sent to one of the Secretaries of State, or to the Privy Council, to the end that the persons conveying or sending them may be proceeded against, according to law: in that of 1663, that they be seized and carried to the General Post-office, "there to be disposed of for the benefit of all "such of his Majesty's loving subjects as may be concerned therein."

Although, after quoting the cited clauses from the leases granted to Bishopp and O'Neale, and the words from the Proclamation of 1663, no reasonable doubt can be entertained that the Governments of the different Monarchs who reigned between 1660 and 1711, had frequently recourse to the practice of opening Letters, yet the only instance during that period that has come under the notice of Your Committee, is that of Coleman, one of the victims to the Popish Plot.

Your Committee now come to the period subsequent to the passing of the 9th of Anne, the first Statute which recognized the practice of opening Letters, now under consideration.

Before they proceed to avail themselves of the information laid before them, which has proved to them that the 40th and 41st sections of this Act did not remain a dead letter, they will notice several occasions in the last century on which, both in Parliament and in Courts of Judicature, this practice was brought distinctly under public attention.

About 11 years after the passing of the Act, viz. in the year 1722–3, in the course of the proceedings had on passing the Bills of Pains and Penalties against the Bishop of Rochester, and his two associates, Kelly and Plunket, the principal evidence adduced against the parties accused was that of Post-office Clerks and others, who, in obedience to Warrants from the Secretary of State, had detained, opened, copied, and deciphered Letters to or from those parties. In the Committee on the Bill against Atterbury, in the House of Peers, the clause of the Statute of Anne was referred to and commented on by the Bishop's counsel, who raised a doubt whether the copying of a Letter were sanctioned by the Act; but in no one of these three cases was any question raised as to the legality of the Warrants.

In 1735, complaint being made in the House of Commons by certain of the Members, that their Letters had been opened and read by the Clerks of the Post-office, on the pretence of ascertaining whether or no the franks of those Members were counterfeited, and a copy of his Majesty's Warrant, whereby Letters of Members and certain Public Functionaries were permitted to pass free from postage, being read, it was ordered, that the copy of the said Warrant be referred to the consideration of a Committee, and that they do examine the matter thereof, and report the same, with their opinions thereon, to The House: and on the Committee making its Report, The House resolved, *inter alia*, "That it is "a high infringement of the privilege of the knights, citizens, and burgesses, "chosen to represent the Commons of Great Britain in Parliament, for any "postmaster, his deputies or agents, in Great Britain or Ireland, to open or look "into, by any means whatsoever, any Letter directed to or signed by the proper "hand of any Member, without an express Warrant in writing, under the hand "of one of the principal Secretaries of State, for every such opening and looking "into; or to detain or delay any Letter directed to or signed with the name of "any Member, unless there shall be good reason to suspect some counterfeit "of it, without an express Warrant of a principal Secretary of State, as aforesaid, "for every such detaining or delaying."

Sir Robert Walpole and Mr. Pelham are said to have agreed to the appointment of this Committee, on an understanding that it should not inquire into anything that might tend to discover the secrets of Government. In 1742, however, the secrets of Sir Robert Walpole's Government were somewhat rudely pried into by the Secret Committee appointed "to inquire into the conduct "of the Earl of Orford, during the last 10 years of his being First Lord of the "Treasury, and Chancellor and Under Treasurer of his Majesty's Exchequer."

That Committee in its Report gave a description of the establishment for inspecting Letters, as maintained by the Governments over which Sir Robert Walpole had presided; but abstained from stating on what particular occasions that establishment had been made available.

It appears from the information laid before Your Committee, that under the pressure of the rebellion of 1745, which followed almost immediately on the downfall of the Administration of Sir Robert Walpole, his successors issued Warrants for stopping and opening Post Letters of a very general and unlimited character.

In the year 1758, Dr. Hensey, a physician, was tried on a charge of high treason, being accused of treasonable correspondence with the enemy. The principal evidence on which he was convicted, was that of a Letter-carrier and a Post-office Clerk, the latter of whom had opened Dr. Hensey's Letters, and delivered them to the Secretary of State.

In 1764, a Select Committee of The House was appointed to inquire into the abuses of franking Letters; and the Chairman, Mr. Dyson, was directed by the Committee to move The House, "That it be an instruction to the Com-"mittee, that they have power to inquire into the abuses committed at the "Post-office, by opening Inland Letters:" the motion, however, was negatived.

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The last instance that has come to the knowledge of Your Committee, in which this power was exercised under circumstances of public notoriety, is that of the trial of Horne Tooke for high treason, in 1795. A letter written to him by Mr. Joyce, a printer, was intercepted at the Post-office, and was stated by the prisoner to have been the immediate occasion of his apprehension. On his requiring its production, it was produced in Court by the Crown officers, and given in evidence.

It is now so long since any public trial has taken place, in which facts ascertained by opening and detaining Letters at the Post-office have been adduced in evidence, that it seems to have been nearly forgotten by the public that such a practice ever existed.

Your Committee, having gone through the proofs, of a more public character, that the Governments of past times have authorized the detaining and opening of Post Letters, and given notoriety to the exercise of that authority, and that the fact has, on several occasions, been brought under the notice of Parliament and Courts of Law, proceed now to show (from evidence of a more secret and confidential nature) to what extent this practice has been carried on, by the same authority, during the past and present centuries. Before entering, however, on this head of inquiry, they consider it proper to observe, that they have had before them, with a few exceptions, every person now living who has held the seals of Secretary of State, for Home or Foreign Affairs, since the year 1822, as well as two noblemen who have discharged the office of Lord Lieutenant of Ireland, and several persons who have held confidential situations under them; and they have further examined the present Postmaster-general, the Secretaries of the Post-office for England and Ireland, together with several of the most confidential officers in every branch of the Foreign-office, the Home-office, and the Post-office; and that all these witnesses, without exception, have made to Your Committee the most full and unreserved disclosures; so much so as to have rendered it superfluous for Your Committee to examine any other witnesses.

Of the number and nature of Warrants for opening and detaining Post Letters issued by Secretaries of State, from the year 1712 to the year 1798 inclusive, Your Committee are able to render only a very incomplete account, compiled partly from the books of the Home Department, partly from the Records at the State Paper Office. It appears that, during that term of years, it was not the practice to record such Warrants regularly in any official book.

That this account is what the Committee describe it to be, very incomplete, is manifest from the small number of Warrants that enter into it, considering the length of the term of years. From 1712 to 1798 inclusive, a term of 87 years, the number of Warrants, of which any account has been obtained, is but 101; and of that number 11 only belong to the last 20 eventful years of the term, including the period of the French Revolution. In this account, moreover, certain cases are not included, in which it is known, from reports of public trials, and other independent sources of evidence, that Letters were opened and detained, such as those of Atterbury, Plunket, Kelly, Hensey, and Horne Tooke.

From the commencement of the present century, if not from an earlier period, down to the present time, the practice has been, with very few exceptions, for such Warrants to issue only from the Home Office, although another Secretary of State has occasionally signed the Warrant in the absence of the Secretary of State for the Home Department.

From 1799 inclusive to the end of the year 1805, a record has been preserved of the Warrants issued from the Home Office, which, from the circumstance that the annual average which it exhibits, agrees nearly with the annual average of the Warrants issued in subsequent years, appears to the Committee to be nearly a complete record; they have, however, no other mode of testing its accuracy. It was not until the period, in the year 1806, when the late Earl Spencer became Secretary of State for Home Affairs, that the practice was introduced at the Home Office of recording the issuing of every such Warrant in a private book belonging, not to the Head of the Department, but to the Office, and always accessible to the two Under Secretaries of State and the Chief Clerk of the Domestic Department: and that practice has been continued, the Committee believe, without interruption, till the present time. Still, there is no check by which to test the completeness of the entries made in that book until the close of the year 1822, from which period the original Warrants themselves are

preserved at the Post-office; the earlier Warrants having been destroyed on the removal of the Post-office from Lombard-street to its present site in St. Martin's-le-Grand.

After these explanations of the authenticity of the lists which have been submitted to their consideration, they proceed to give, first, an abstract of the Warrants, so far as they have been able to make up an account, from 1712 to 1798 inclusive; secondly, an abstract of the Warrants for detaining and opening Letters, issued by the Home Department from the commencement of the year 1799 to Midsummer 1844.

ANNUAL NUMBER of WARRANTS in each Year, from 1712 to 1798, so far as an Account of the same could be made up.

| YEAR. | NUMBER OF WARRANTS. | YEAR. | NUMBER OF WARRANTS. | YEAR. | NUMBER OF WARRANTS. |
|---|---|---|---|---|---|
| 1712 - - | 1 | 1744 - - | 3 | 1768 - - | 1 |
| 1713 - - | 2 | 1745 - - | 7 | 1770 - - | 3 |
| 1723 - - | 1 | 1746 - - | 1 | 1772 - - | 1 |
| 1730 - - | 1 | 1749 - - | 1 | 1773 - - | 1 |
| 1731 - - | 2 | 1751 - - | 1 | 1774 - - | 2 |
| 1734 - - | 3 | 1752 - - | 1 | 1776 - - | 1 |
| 1735 - - | 4 | 1753 - - | 6 | 1777 - - | 2 |
| 1736 - - | 3 | 1754 - - | 1 | 1778 - - | 2 |
| 1737 - - | 3 | 1755 - - | 1 | 1782 - - | 3 |
| 1738 - - | 7 | 1756 - - | 1 | 1783 - - | 1 |
| 1739 - - | 5 | 1763 - - | 3 | 1784 - - | 1 |
| 1740 - - | 1 | 1764 - - | 1 | From - 1788 to - 1798 | 6 |
| 1741 - - | 4 | 1765 - - | 1 | | |
| 1742 - | 2 | 1766 - - | 4 | | |
| 1743 - - | 4 | 1767 - - | 2 | Total Number | 101 |

The above WARRANTS classed under certain heads.

| | |
|---|---|
| Bank of England - - - - - - - - | 8 |
| Bankruptcy - - - - - - - - - | 5 |
| Murder, theft, fraud, &c. - - - - - - | 14 |
| Prisoners of war - - - - - - - - | 1 |
| Revenue - - - - - - - - - - | 10 |
| Foreign correspondence - - - - - - | 35 |
| Treason, sedition, &c. - - - - - - | 5 |
| Libel - - - - - - - - - - | 2 |
| Forgery - - - - - - - - - - | 1 |
| Debtor absconding from creditors - - - - | 2 |
| Private case - - - - - - - - - | 1 |
| Uncertain - - - - - - - - - | 17 |
| Total - - - | 101 |

ANNUAL Number of WARRANTS in Each Year from 1799 to 1844.

| YEAR. | NUMBER. | YEAR. | NUMBER. | YEAR. | NUMBER. |
|---|---|---|---|---|---|
| 1799 | 9 | 1815 | 2 | 1831 | 17 |
| 1800 | 11 | 1816 | 0 | 1832 | 5 |
| 1801 | 7 | 1817 | 11 | 1833 | 4 |
| 1802 | 6 | 1818 | 9 | 1834 | 6 |
| 1803 | 7 | 1819 | 6 | 1835 | 7 |
| 1804 | 2 | 1820 | 6 | 1836 | 7 |
| 1805 | 7 | 1821 | 1 | 1837 | 4 |
| 1806 | 9 | 1822 | 12 | 1838 | 8 |
| 1807 | 13 | 1823 | 7 | 1839 | 16 |
| 1808 | 2 | 1824 | 2 | 1840 | 7 |
| 1809 | 11 | 1825 | 6 | 1841 | 18 |
| 1810 | 6 | 1826 | 8 | 1842 | 20 |
| 1811 | 8 | 1827 | 8 | 1843 | 8 |
| 1812 | 28 | 1828 | 4 | 1844 | 7 |
| 1813 | 8 | 1829 | 5 | | 372 |
| 1814 | 3 | 1830 | 14 | | |

Total Number of Persons named in the above Warrants - - - 724

This would give a little more than 8 Warrants, on the average, per year, and about 2 persons, on the average, for each Warrant. Among the Warrants there are 8, applied each to some particular object, but not restricted to any definite number of persons.

The above WARRANTS classed under certain Heads.

| | |
|---|---|
| Bank of England | 13 |
| Bankruptcy | 2 |
| Murder, theft, fraud, &c. | 144 |
| Treason, sedition, &c. | 77 |
| Prisoners of war | 13 |
| Revenue | 5 |
| Foreign correspondence | 20 |
| Letters returned to writers | 7 |
| Address copied | 1 |
| Forged frank | 1 |
| Uncertain | 89 |
| Total | 372 |

The Secretaries of State who have signed the Warrants referred to in the two preceding Abstracts, are named in the following List, arranged in the order of Date:

1712–13. The Earl of Dartmouth.
1713. The Right Hon. W. Bromley.
1722. Lord Viscount Townshend.
1730–46. Lord Harrington.
1735–1754. Duke of Newcastle.
1749. Duke of Bedford.
1752–3. The Earl of Holderness.
1755. The Right Hon. Sir T. Robinson.
1756. The Right Hon. H. Fox.
1763. The Earl of Halifax.
1765–7. The Right Hon. General Conway.
1766. Duke of Richmond.
1766–7. The Earl of Shelburne.
1770. The Earl of Sandwich.
1770–4. The Earl of Rochefort.
1776–7. Lord Viscount Weymouth.
1778. The Earl of Suffolk.
1782–3. The Right Hon. T. Townshend.
1782. The Right Hon. C. J. Fox.
1784. Marquis of Carmarthen.
1799–1801. Duke of Portland.
1801–3. Lord Pelham.
1803. Right Hon. Charles Yorke.
1804–6. Lord Hawkesbury, and 1807–9.
1806–7. Earl Spencer.
1807. Right Hon. C. W. W. Wynn.
1809–12. The Right Hon. R. Ryder.
1812–21. Lord Viscount Sidmouth.
1822–30. The Right Hon. Sir R. Peel.
1822–3. Right Hon. G. Canning.
1823. Earl Bathurst.
1827. Lord Viscount Goderich.
— Right. Hon. W. Sturges Bourne.
— Marquis of Lansdown.
1830–4. Lord Viscount Melbourne.
1833–40. Lord Palmerston.
1834. Lord Viscount Duncannon.
— Duke of Wellington.
1834–5. Right Hon. H. Goulburn.
1835–9. Lord John Russell.
1838. Lord Glenelg.
1839–41. The Marquess of Normanby.
1841–4. The Right Hon. Sir James Graham.
1844. Earl of Aberdeen.

Among the Warrants of the last century some few have been discovered that were issued on grounds which would now be considered highly objectionable, and would not be sanctioned by recent practice. We proceed to give some specimens of the earliest Warrants.

The earliest, dated September 20, 1712, is as follows:

To the Postmaster-general: Her Majesty is pleased to order that all Letters directed to Mr. Thomas Perrin (and three others named) be sent to the Commissioners of the Customs for their perusal, as is desired by the enclosed Letters from Mr. Carkess. This method is taken, in order to discover their effects; and you are to comply with it as far as is consistent with law and the duty of your office. *Dartmouth.*

In 1741, at the request of A., a warrant issued, to permit A.'s eldest son to open and inspect any Letters which A.'s youngest son might write to two females, one of whom that youngest son had imprudently married. Two Warrants, in 1734, are issued, each at the instance of the creditors of a party who has absconded, it not being alleged that any positive fraud had been practised. One, issued in 1735, appears to have arisen out of a political libel; another, in 1755, concerns a noted political libeller of the day, Dr. Shebbeare. One, in 1746, arises out of a robbery of bank-bills, the property of the Chamberlain of the City of London: all Letters sent by Post to Holland are to be examined; and if any Letter appears to contain any of the stolen bills, it is to be opened; and on suspicion of any Letter containing anything that may lead to a discovery, that Letter is to be stopped, opened, and inspected. Two Warrants, in 1738, and one in 1741, concern the practice, then in constant operation, of enlisting recruits in Ireland for the Irish Brigade in France.

The following two General Warrants, to which the Committee before made allusion, were issued in the eventful year, 1745:

Secretary the Duke of Newcastle to the Postmaster-general, Sept. 20, 1745:—To open and detain all (such) Letters, Packets, or Papers, printed or otherwise, as shall come to the General or other Post-office, suspected to contain matters of a dangerous tendency; and to transmit them to the office of the Secretary of State.

Secretary the Duke of Newcastle to the Assistants of the Yarmouth and Chester Roads, Oct. 8, 1745:—To open, inspect, and detain all such Letters and Packets as shall come to their offices, suspected to contain treasonable correspondence; and to transmit them to the Secretary of State.

In 1783, the following Warrant was issued:

Whitehall, 10th February 1783.

To His Majesty's Postmasters-General.

My Lord and Sir,

I AM to desire, and do hereby authorize you, to stop and open all such Letters as are, or shall come to your hands, addressed to Lord George Gordon, at least such as may be supposed to come from the regiment, now on their march from to the northward, and any Letters from his Lordship to that quarter; and to send me all the said Letters as soon as possible after you shall have so stopped and opened them; and for so doing this shall be your Warrant.

*Thomas Townshend,*
Secretary of State for the Home Department.

To Lord Tankerville and the Right Hon.
Henry Frederick Cartwright, Joint
Postmasters-General.

Coming to the Warrants of the present century, Your Committee have noticed among them, issued during certain periods of the last war, some few of a very general nature. In 1800 and 1801, orders were given to the Postmaster-general to open all Letters addressed to persons in France, Flanders and Holland, and all Letters addressed to Dover, supposed to contain Letters addressed to France, Flanders, and Holland.

As regards intestine commotion, Your Committee found that a Warrant was issued in 1799, to open the Letters of 17 persons at Manchester and Birmingham; one, in 1809, to open the Letters of 18 persons in Manchester and Liverpool. In 1812, Warrants were directed to the several Postmasters of Nottingham, Manchester, and Glasgow, directing them to open all such Letters, passing through these several post-offices, as should appear to *A. B.* (naming in each Warrant some particular individual) to be of a suspicious nature, and likely to convey seditious and treasonable information; or to contain money intended to be applied to the purpose of promoting seditious or other disturbances. A Warrant, nearly similar to the preceding, was issued, in 1813, to the Postmasters of Wareham and Weymouth, in Dorsetshire; and one, to the same purpose, in 1817, to the Postmaster of Nottingham. Among the names of persons, not now living, whose Letters were directed to be opened previously to the year 1822, are found those of Despard, Thistlewood, and Watson; and that of Mr. Hunt, once Member of Parliament for Preston.

With regard to the Warrants issued during the last 22 years and a half, Your Committee have not observed among them a single Warrant indefinite as to the number of persons coming within its scope. In every case the names are specified, and in one instance only does the number exceed 6. As regards this period, Your Committee would have abstained from giving particular information concerning any Warrant, and from naming a single individual whose letters have been directed to be opened, but for the notice which has been taken of the mode of executing certain Warrants, and the mention which has been made of the names of the parties included in certain others: these being the circumstances which have mainly led to the inquiry which Your Committee has been appointed to conduct. On these cases, therefore, Your Committee consider it their duty to report particularly.

The Warrants referred to are the following:

1. During the outbreak in the manufacturing and mining districts, which took place in August 1842, in the week of the greatest anxiety, a clerk was sent down from the London Post-office, with directions, under the authority of a Secretary of State's Warrant, to open the Letters of six parties named therein, all taking a prominent part in the disturbances of that period. In the same week, the same clerk was directed, under authority of two other such Warrants, to open the Letters of 10 other persons named, and a fortnight later to open the Letters of one other person; making 17 in all. Most of the persons whose Letters were ordered on this occasion to be opened, were indicted, and many both indicted and convicted, before the special commission appointed to try the parties concerned in those disturbances. With one exception, these Warrants were issued between the 18th and the 25th of August 1842, and they were all cancelled on the 14th of October.

About the same time, two clerks were sent down, to two provincial towns, each with directions under authority of a Secretary of State's Warrant, to open and examine the Letters addressed to one individual in each town: but in one of these cases there were no Letters to open. One clerk employed on this duty returned to his ordinary business after a week's absence, the other after an absence of 5 weeks.

2. In the autumn of 1843, during the disturbances which took place in South Wales, two clerks were sent down from the Post-office, into the disturbed districts, with directions, under authority of a Warrant from the Secretary of State, one to inspect the Letters of one person at a particular town, the other to inspect the Letters of another person at another town; and subsequently, under authority of a different Warrant, this second clerk was sent to a third town, there to inspect the Letters of a third person. In all three instances the persons whose Letters were to be inspected, were specifically named in the Warrant. One of these Warrants was in force 18, the other 7 days.

It is these facts, probably, that have given rise to the report of a Commission or Commissions having visited the manufacturing districts, charged with a general authority to open and inspect Letters.

3. The third of these cases is that of a Warrant to open and detain the Letters addressed to Mr. Mazzini. This Warrant was issued on the 1st of March, and cancelled on the 3d of June, in the present year. Throughout that period the intercepted correspondence was transmitted unread from the Home-office to the

Secretary of State for Foreign Affairs. The facts of the case, so far as Your Committee feel themselves at liberty to disclose them, appear to be as follows:

Representations had been made to the British Government, from high sources, that plots, of which Mr. Mazzini was the centre, were carrying on, upon British territory, to excite an insurrection in Italy: and that such insurrection, should it assume a formidable aspect, would, from peculiar political circumstances, disturb the peace of Europe. The British Government, considering the extent to which British interests were involved in the maintenance of that peace, issued on their own judgment, but not at the suggestion of any Foreign Power, a Warrant to open and detain Mr. Mazzini's letters. Such information deduced from those letters as appeared to the British Government calculated to frustrate this attempt, was communicated to a Foreign Power; but the information so communicated was not of a nature to compromise, and did not compromise, the safety of any individual within the reach of that Foreign Power; nor was it made known to that Power by what means, or from what source that information had been obtained.

4. A Warrant to open and detain all Letters addressed to Mr. Worcell and to Mr. Stolzmann was issued on the 17th of April 1844, and cancelled on the 20th of June.

5. A Warrant to open and detain all Letters addressed to Mr. Grodicki at Paris, and to another foreign gentleman, was issued on the 3d of June 1844, and cancelled on the 13th of the same month.

The last two Warrants rested on grounds connected with the personal safety of a Foreign Sovereign, entrusted to the protection of England. It appears to Your Committee that, under circumstances so peculiar, even a slight suspicion of danger would justify a minister in taking extraordinary measures of precaution. The Committee have not learned that there appeared in the letters that were detained, anything to criminate the gentlemen whom the Committee have very reluctantly named.

The Committee think it may be desirable for them to make known, that the above three Warrants are the only Warrants to open the Letters of foreigners which the present Government has issued.

The Warrants issued during the present century may be divided into two classes:

1st. Those issued in furtherance of criminal justice, and, usually, for the purpose of obtaining a clue to the hiding-place of some offender, or to the mode or place of concealment of property criminally abstracted: and these, for brevity's sake, the Committee will term Criminal Warrants.

2d. Those issued for the purpose of discovering the designs of persons known or suspected to be engaged in proceedings, dangerous to the State, or (as in Mazzini's case,) deeply involving British interests, and carried on in the United Kingdom or in British Possessions beyond the seas.

With regard to both these classes of Warrants, the object in issuing them has been, in many cases, to ascertain the views, not of the party receiving, but of the party sending, the letter.

In issuing these Warrants, the mode of proceeding is as follows:—

1st. In the case of Criminal Warrants, they do not originate with the Home-office. The application is made, in the first instance, to that one of the two Under Secretaries of State who is of the legal profession; and the usual course is for the applicant to state the circumstances in writing; but if the case be very urgent, owing to the time being too short, before the departure of the post, to draw out a written statement, that condition is sometimes dispensed with. The general object of this class of Warrants has been already stated; and the principle which governs the issuing of them appears to be, not to make them subservient to private and family concerns, or to the support of a civil right, where an action only could be maintained, as in many cases of fraud or bankruptcy; but to reserve the exercise of the power to those cases exclusively where crime has been committed, and in respect to which there is good ground to believe that correspondence is going on with a particular party, which is likely to lead to detection. If the Under Secretary accedes to the application, he submits the case to the Principal Secretary of State; with whose approval, a Warrant is drawn by

by the head clerk of the Domestic Department, under the instructions of the Under Secretary, and is then signed by the Principal Secretary of State. A record of the date of the Warrant is kept under lock and key, in a private book, to which the two Under Secretaries and the above-mentioned head clerk have access. To the applicant information is given, according to circumstances, of the Post-mark or Address merely, or of the Contents of the Letters detained: or, if the case require it, the original Letter is put into his hands.

2d. In the case of Warrants of the second description, they originate with the Home-office. The Principal Secretary of State, of his own discretion, determines when to issue them, and gives instructions accordingly to the Under Secretary, whose office is then purely ministerial. The mode of preparing them, and keeping record of them in a private book, is the same as in the case of Criminal Warrants. There is no record kept of the grounds on which they are issued, except so far as correspondence preserved at the Home-office may lead to infer them.

Your Committee will here notice a statement which has been made, that instances have occurred of sending entire mail-bags with Letters to the Home-office for examination. Your Committee are satisfied that no instance of the kind has occurred. None but separate Letters or Packets are ever sent, out of the ordinary course, from the Post-office to the Home-office, and those never but under a Secretary of State's Warrant; and that Warrant usually directs that a Letter or Letters, directed to certain persons, or written in a certain hand-writing, be detained; and that either a copy of the post-mark, or of the address, or of the contents, or that extracts from the contents, or the Letters themselves be sent to the Principal Secretary of State. In some cases the Warrant directs that some deputy postmaster shall communicate information to the same effect to a magistrate, or some other person, in the country; and when that is the case, the presence of some third person, named in the warrant, is usually required.

It may, perhaps, be necessary to state that, in some very few cases, the Secretary of State has been required to authorize the Postmaster-general to return to the writer a Letter, which has been already posted. Some doubt seems to have existed how far this can lawfully be done. In the year 1795, Holland being in the occupation of the French army, one of the principal Secretaries of State, by Warrant under his hand and seal, detained the entire Mails of the 13th, 16th, and 20th of January, intended for that country; and an Act of Parliament (35 G. 3, cap. 62) was passed to enable the Postmaster-general "to open the Letters "contained in those Mails, and return the same to the parties by whom they were "written, signed, or sent." A case nearly similar occurred regarding the Hamburgh Mail (see 47 Geo. 3, session 2, c. 53), in 1807. The number of Warrants issued under this head from 1799 to 1844 is 7, as stated in the Abstract.

The general conclusion which the Committee draw from the Returns before abstracted is, that in equal intervals of time these Warrants have been issued in nearly equal number, by the several Administrations which have been in power from the commencement of 1799 until now. For although in certain years, in consequence of internal commotion, it happened that the number of Warrants issued by certain Secretaries of State, was unusually great, yet in other years, if they continued sufficiently long in office, the number of Warrants they issued for similar purposes proved to be unusually small; so that the annual average of all the Warrants they issued, during the whole period of their continuance in office, did not rise materially above the general annual mean.

The general average of the Warrants issued during the present century, does not much exceed 8 a-year. This number would comprehend, on an average, the Letters of about 16 persons annually; but how many Letters to and from each person coming within the scope of these Warrants, have, on an average, been opened, Your Committee have no means of estimating, since no record of the number of Letters detained and opened under Warrant has been kept by the Post-office; but there is no reason to believe that number to be great; and the Committee have ascertained that, in the case of many Warrants, no Letters whatever have been opened. Those which do not appear to relate to the object for which the Warrant is issued do not undergo particular examination. Of the average number of days for which a Warrant is in force, the Committee cannot form any just estimate. It was only as regards the Warrants issued from 1822 to 1844 that any Return was made to Your Committee, showing how long they continued in operation; and in the early part of this period, there appears to have been

been some inattention in seeing to their timely revocation; it is probable that many a Warrant had become inoperative long before the period when it was cancelled. In that respect there is a marked improvement in the practice of the present Home Secretary as compared with that of his predecessors; since the average duration of the Warrants issued since September 1841, does not exceed 40 days; and in many cases it is as low as 3 or 4 days.

From the Abstract that has been given of the Warrants issued in the present century, it appears that about two-thirds of them were Criminal Warrants; for by far the greater portion of those marked "Uncertain," appears to belong to this class.

So far as the Criminal Warrants go, no suspicion arises that unfairness or partiality has directed their issue. With regard to the other class of Warrants, though there have been some few issued by different Administrations that have been in power during the last 22 years, in regard to which it is obvious that on a subsequent review of the facts, a difference of opinion might arise, as to the discretion exercised in each particular case, yet Your Committee see no reason to doubt that the conduct of the Secretaries of State belonging to each of those Administrations, has been guided by no other motive than an anxious desire to preserve the public peace, with the maintenance of which they were charged.

It does not appear to Your Committee necessary to follow the Warrant from the time of its reception at the Post-office, to that of its execution. The Letters which have been detained and opened are, unless retained by special order, as sometimes happens in criminal cases, closed and resealed, without affixing any mark to indicate that they have been so detained and opened; and are forwarded by post according to their respective superscriptions.

There are other cases, under the 33d and 36th chapters of the 1st of Victoria, besides the case we have been considering, in which Post Letters may lawfully be detained, or delayed, or opened, by an officer of the Post-office. These excepted cases are the following: when the person consents, to whom the Letter is directed; when the Letter is returned for want of due direction; when the person to whom it is directed is dead or cannot be found, or shall have refused it, or shall have refused or neglected to pay the Postage thereof. If any Letter not included in the above exceptional cases be opened, delayed, detained, or abstracted at the Post-office, through the malpractices of any officers of that department, such offenders are liable to severe punishment under the latter of these Acts.

With regard to all other Inland Letters, Your Committee are assured by the Postmaster-general, by the Secretary of the Post-office, and by the President of the Inland Department at the General Post-office, that the secrecy of correspondence is inviolate; and this assurance they have seen no reason to doubt.

Your Committee will here notice a statement which has been made, that Letter-bags from Dublin, Brighton, and other places, have of late, before being opened, been taken, out of the usual course, into an inner room of the Inland-office at the General Post-office, for the purpose of being there examined. The allegation of fact is correct, so far as counting the Letters, and observing their external appearance, goes. This is frequently done, in order to ascertain the condition of the bags on their arrival, before their contents are delivered over to be sorted, it having been found a necessary check upon the commission of irregularities by the subordinate functionaries of the Post-office; but this examination has no connexion whatever with the opening of Letters under Warrant, and it is not the method practised when Letters are detained and opened by authority of the Secretary of State.

On the subject of the Foreign Department at the General Post-office, the secrecy of private correspondence, Your Committee are assured, is kept inviolate. Certain Warrants bearing respectively the signatures of the Right hon. Charles James Fox, when Secretary of State for Foreign Affairs, in 1782, and of his successor, the Marquis of Carmarthen, were laid before Your Committee; which, being of a very comprehensive nature, have, in conjunction with other information, induced Your Committee to believe that diplomatic correspondence, when posted in ordinary course, incurred in this country and in the other great States of Europe nearly equal risk of inspection. How long similar Warrants continued, and when they were finally recalled, Your Committee have no information, nor do they think it their duty to report as to any practice which may have existed in reference to this part of the subject. Of this they are satisfied,

satisfied, that no such Warrants or practices now exist; and that public as well as private correspondence, foreign as well as domestic, passing through the Office in regular course, now enjoys complete security, subject only to the contingency of a Secretary of State's Warrant, directed for special reasons against a particular Letter or Letters.

In making the above statement, however, it is right to observe that there exists another channel of communication with foreign countries, by means of the King's Messengers and Foreign-office bags. This is not under the control of the Postmaster-general, but of the Secretary of State for Foreign Affairs. It is conducted by officers appointed and paid by the latter, from whom alone they receive their orders, and to whom alone they are responsible. Some years ago no inconsiderable number of private Letters, passing between this and foreign countries, was sent and received by these bags; but this abuse (for such it was, as payment of postage was thus evaded) has been almost entirely discontinued; and Your Committee believe that at present the bags contain little more than the official correspondence of our own diplomatic agents, and of the Ministers of such foreign states as may choose to avail themselves of that mode of transmitting their despatches. The authority of Your Committee extends no farther than to inquire how correspondence is dealt with, while remaining in the custody of the Post-office.

It remains for your Committee, after treating of the correspondence in Great Britain, to make a brief statement as to the law and practice regarding the same matters in Ireland. The Statute of Anne extended to that country, and whatever legal force the Warrants of the Principal Secretaries of State, directing the opening of Letters, had in Great Britain, the same force those Warrants had in Ireland. But previously to the passing, in 1783, of the Irish Statute, the 23d & 24th of Geo. 3, c. 17, intituled, "An Act for Establishing a Post-office in this Kingdom," the Principal Secretaries of State were in the habit of delegating to the Lord Lieutenant authority for this purpose. Nor was this all, for by a Warrant, dated October 31st, 1740, Secretary the Duke of Newcastle directs Sir Marmaduke Wyvill, the Postmaster-general for Ireland, to open and detain all such Letters as the Duke of Devonshire, then Lord Lieutenant of Ireland, or any other person appointed by him, should authorize and direct: copies to be sent to the Duke.

The necessity for having recourse to a twice-delegated authority was removed by the Statute above referred to, which gave the same indemnity to persons in Ireland, opening Letters by authority of the Lord Lieutenant, that the Statute of Anne gave to persons in Great Britain and Ireland, opening Letters by authority of a Principal Secretary of State.

Your Committee here submit an Abstract of the Warrants issued by the Lord Lieutenant, or other Chief Governor or Governors of Ireland, to the Postmaster-general for Ireland, for every year, from 1832 to the present time, being a period of years 12 ½. They have added another Abstract arranging the Warrants under different heads, according to the grounds whereon they were issued:—

| Year. | Number of Warrants. | Number of Persons Comprehended in the said Warrants. |
|---|---|---|
| 1832 | 1 | 1 |
| 1833 | 0 | 0 |
| 1834 | 3 | 3 |
| 1835 | 1 | 1 |
| 1836 | 2 | 4 |
| 1837 | 4 | 8 |
| 1838 | 1 | 1 |
| 1839 | 9 | 16 |
| 1840 | 2 | 11 |
| 1841 | 3 | 9 |
| 1842 | 3 | 3 |
| 1843 | 2 | 3 |
| 1844 | 0 | 0 |
| Total | 31 | 60 |

| | |
|---|---|
| Crimes, murder, robbery, &c. | 14 |
| Ribbonism | 12 |
| Sedition, &c. | 2 |
| Bankruptcy | 1 |
| Forging a Post-office stamp | 1 |
| Letter returned to the writer | 1 |
| Total | 31 |

The Lords Lieutenant and others who have signed these Warrants are arranged in the following List, according to date:—

| Year. | |
|---|---|
| 1832 | Marquis of Anglesey. |
| 1834 | E. J. Littleton (Secretary) |
| — | Marquis Wellesley. |
| 1835 | Earl of Mulgrave. |
| 1836 | Ditto. |
| — | T. Drummond (Secretary). |
| 1837 | Ditto. |
| — | Lord Plunkett (one of the Lords Justices). |
| — | Archbishop of Dublin (ditto). |
| 1838 | Lord Morpeth (Secretary). |
| 1839 | Marquess of Normanby. |
| — | Lord Viscount Ebrington. |
| — | Gen. Sir T. Blakeney (one of the Lords Justices). |
| 1840 | Lord Viscount Ebrington. |
| 1841 | Chief Justice Bushe (one of the Lords Justices). |
| — | Earl de Grey. |
| 1842 | Ditto. |
| — | Sir E. Sugden (one of the Lords Justices). |
| 1843 | Earl de Grey. |

The Warrants issued in Ireland do not exceed 3 per annum, on the average. Each Warrant comprehends, on the average, about two persons.

The only Warrant which bears the signature of the late Chief Justice Bushe, one of the Lords Justices, was issued with a view to obtain a clue to a murder; but it appearing that the magistrate to whom it was sent had applied for it for another purpose, that of ascertaining the state of the country, this was not assented to, and the Warrant was not acted upon.

There are no data to show how many Letters were opened under each Warrant; nor how long each Warrant remained in force: 4 of the 31 Warrants bear the Signature of only the Secretary for Ireland. More than a third of the Warrants concern Ribbonism, which wore a peculiarly threatening aspect in one particular year. The Letters in Ireland are not opened by the Postmaster-General, but by a confidential clerk in the Office of the Chief Secretary for Ireland.

The Committee have, in conclusion, to lay before The House the following observations for their consideration, arising out of the facts which it has been their duty to state.

1. With regard to the utility of the Warrants issued in furtherance of Criminal Justice, their annual average in Great Britain does not exceed 6, and this number of Warrants does not extend to the Letters of more, on an average, than 12 persons a year. There is no evidence whatever to show in what proportion of cases these Warrants lead to discovery. On the one hand therefore it will be doubted by some, taking into account the strong moral feeling which exists against the practice of opening Letters, with its accompaniments of mystery and concealment, whether it is worth retaining in this class of cases. On the other hand it must be admitted that these are not the cases in favour of which public feeling is most enlisted; and that of all that give rise to the exercise of this power, they present the least temptation to abuse.

2. With regard to the utility of such Warrants, for the detection of seditious conspiracies, or other practices endangering the public safety, or the discovery of the views entertained by those who engage in them, it would be unreasonable to deny that, in certain cases, this practice may have aided the Executive Government, in various ways, and, amongst others which are more obvious, by informing them of the real strength of the conspirators and extent of their combinations, and thus preventing the Ministers of the time from taking exaggerated views of the

the force arrayed against the State, and claiming extraordinary powers to meet apprehended danger. Still, however, the argument derived from the smallness of the number of Warrants as compared with the number of persons who may be supposed to entertain such criminal designs, is not to be lost sight of; while, on the other hand, it must be admitted that the number of those to whom this class of Warrants would apply, as being the chosen leaders of multitudes would not be very great. The Warrants of this class have amounted, on the average, to little more than 2 a year, which would extend to little more than 4 persons. The greatest number of Warrants of this description, issued in any year within the present century, is about 16, extending in these cases to between 40 or 50 persons. In addition to the argument derived from the smallness of the number affected, it must not be forgotten that, after the publicity given to the fact, that the Secretary of State has occasionally recourse to the opening of Letters as a means of defence in dangerous and difficult times, few who hereafter may engage in dangerous designs, will venture to communicate their intentions by the medium of the Post; and the importance of retaining the power, as a measure of detective police, will consequently be greatly diminished. The last argument, however, supposes that there is no absolute certainty that a letter may not be intercepted; and it may appear to some, that to leave it a mystery whether or no this power is ever exercised, is the way best calculated to deter the evil-minded from applying the Post to improper uses. It must also be remembered that if such a power as this were formally abolished, the question would not be left quite in the same condition as though the power had never been exercised or disputed; by withdrawing it, every criminal and conspirator against the public peace would be publicly assured that he should enjoy secure possession of the easiest, cheapest, and most unobserved channel of communication, and that the Secretary of State would not under any circumstances interfere with his correspondence. It must not be forgotten, however, that at present other rapid means of communicating their views are of easy access to the evil intentioned, and that, as far as internal order is concerned, the same rapid means afford the Government unexampled facilities for suppressing tumult.

If the result of this Inquiry had been such as to impress Your Committee with a conviction of the importance of the frequent use of this power in the ordinary administration of affairs, they would have been prepared to recommend some Legislative measures for its regulation and control; and it might not be difficult to devise Regulations which would materially diminish the objections to its exercise; as, for example, that no Criminal Warrant should be issued except on a written information on oath; that a formal record should be preserved in the Secretary of State's Office of the grounds on which every Warrant had been issued, of the time during which it has remained in force, of the number of Letters opened under it, and of the results obtained. It is, however, on the other hand, to be considered whether any legislative measure of this kind might not have an indirect effect in giving an additional sanction to the power in question, and thereby possibly extending its use.

Under these circumstances it will be for Parliament to consider whether they will determine upon any legislative regulation, or whether they will prefer leaving the power, on its present footing in point of law, in the hands of the Secretary of State, to be used, on his responsibility, in those cases of emergency in which, according to the best of his judgment, its exercise would be sanctioned by an enlightened public opinion, and would appear to be strongly called for by important public interests.

5 *August* 1844.

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# APPENDIX TO THE REPORT

FROM THE

# SECRET COMMITTEE ON THE POST-OFFICE.

## DOCUMENTS RELATING TO THE HISTORY OF THE POST-OFFICE.

ABSTRACT of the Documents given in by Sir *F. Palgrave*, Deputy Keeper of the Records.—(1 to 19.)

1 to 6.
App. I. to VI.

The Royal "Nuncii et Cursores" constituted a very important branch of the Royal Establishment, and the payments to them form a very large and important item in the Household and Wardrobe Accounts from the earliest period when those accounts exist. Specimens are herewith given of such payments from Hen. 3 to Hen. 4, viz. 36 & 37 Hen. 3, 13 & 14 Edw. 1, 18 Edw. 2, 27 Edw. 3, 50 Edw. 3, and 4 & 5 Hen. 4. These Messengers were employed both in England and in foreign parts, and as well on affairs of State as what may be considered as the private and confidential business of the Crown and Royal Family, and the individuals attached to or composing the Royal Court. These Messengers, so attached to the Court, became the foundation of the establishment, which, about the time of Hen. 8, or somewhat earlier, assumed the form of the regular establishment of the Post; and the information connected with them is important, as showing that the institution was intimately connected with the person of the Sovereign, and that, in the first instance, it was his convenience that was sought. Those servants who, by usage, were more particularly employed upon State affairs, probably became those who are now specially termed the "Queen's Messengers."

Patent Roll, 37 Hen. VIII. Part 36, m. 10.

7.
App. VIII.

12 November 1545.—The King, in consideration of the good services of his beloved Councillor, William Paget, knight, one of his Chief Secretaries, and John Mason, esq. the Secretary for the French Tongue, grants to them, or the survivor of them, the office of Master of the Messengers, Runners, or Posts, as well within the kingdom of England as in parts beyond the seas in the King's dominions, together with the wages or fee of 66*l.* 13*s.* 4*d.* for the exercise and occupation of the said office; to hold and enjoy the same to them during their lives and the life of the survivor, by themselves or their sufficient deputy or deputies, and also receiving the said fee of 66*l.* 13*s.* 4*d.* during their lives and the life of the survivor annually, from the Feast of St. Michael the Archangel then last, at the four usual days of payment in the year, in as full and large a manner as Brian Tuke*, knight, or any other person held the same office.

* It appears from a ter in the Cottonian Collection (Galba, E 43 b.), that Sir Bria Tuke was Postmaste England in 1516, b his appointment is n found upon the Rol though many other pointments and gra to him are enrolled.

Patent Roll, 9 Eliz., Part 11, ms. 8, 28.

8.
App. XI.

4 May 1567.—The Queen, in consideration of the good services of Thomas Randolph, gentleman, grants to him during life the office of Master of the Messengers and Runners, commonly called the Queen's Posts, as well within the kingdom of England as in parts beyond the seas in the Queen's dominions*, together with the wages or fee of 66*l.* 13*s.* 4*d.* for the exercise and occupation of the said office; to hold and enjoy the same to him by himself or his sufficient deputy or deputies, and also receiving the said wages or fee of 66*l.* 13*s.* 4*d.* annually, from the Feast of St. Michael the Archangel then last, at the four usual days of payment within the year, in as full and large a manner as John Mason, knight, or any other person held the same office.

* The form of "par beyond the Seas" is merely repetition of clause in the grant Mason, where it app to Calais.

Records of the Pipe Office.

9.
App. XII.

17 Dec. 15 Elizabeth, 1572.—Account declared by Thomas Randolphe, as Master of the Posts, as is usual, setting forth his Patent in the heading, from the 1 Oct. 8 Elizabeth, to the 30 Sept. 13 Elizabeth; setting forth the disbursements for the wages and entertainment of the ordinary Posts as well as the Court, and between London and Berwick as between Berwick and Carlisle, and other places within the realm, for the conveyance of the letters of the Queen and her Councillors, and for other Her Majesty's service.

This document sets forth as well the ordinary and extraordinary Posts, the latter during the Queen's progresses, and like the earlier accounts, shows the connexion between the Post Establishment and the Sovereign.

Patent Roll, 32 Eliz. Part 8. m. 40.

10. App. XIII. 20 June 1590.—The Queen, in consideration of the services of John Stanhope, esq^r. grants to him the office of Master of the Messengers and Runners, commonly called the Queen's Posts, as well within the kingdom of England as in parts beyond the seas within the Queen's dominions, together with the wages of 66*l.* 13*s.* 4*d.* for the exercise and occupation of the said office; to hold and enjoy the same to him during his life, by himself or his sufficient deputy or deputies, and also receiving the said wages of 66*l.* 13*s.* 4*d.* annually, from the Feast of the Annunciation then last, during his life, at the four usual days of payment within the year, in as full and large a manner as John Mason, knight, or Thomas Randolphe, lately deceased, or any other person, held the same office.

Patent Roll, 5 James I. Part 23.

11. App. XIX. 26 July 1607.—Letters Patent reciting the grant of the 20 June, 32 Eliz. to John Stanhope, knight, Lord Stanhope of Harrington, the King's Vice-Chamberlain, of the office of Master of the Posts, which grant the said Lord Stanhope had surrendered to the King, who had accepted such surrender.

The King therefore grants to the said Lord Stanhope of Harrington, and to Charles Stanhope, his son and heir apparent, the said office of Master of the Messengers and Runners, commonly called the King's Posts, as well within the kingdom of England as in parts beyond the seas within the King's dominions, together with the wages or fee of 66*l.* 13*s.* 4*d.* for the exercise and occupation of the said office; to hold and enjoy the same to him the said Lord Stanhope, by himself or his sufficient deputy or deputies during his natural life from the time of the sealing of the said Letters Patent, and after the decease, surrender, or forfeiture of the said Lord Stanhope, to hold the same to the said Charles Stanhope, by himself or his sufficient deputy or deputies, during his natural life, in the same manner as John Mason, knight, Thomas Randolph, late deceased, the said John Stanhope, or any other person, held the same; with a proviso that if the said Lord Stanhope should surrender the said Letters Patent, the same Letters Patent should be void, as well against the said Charles Stanhope as against him the said Lord Stanhope.

25 April, 13 Car. I. 1637.—Memorandum of the surrender of the Letters Patent by Charles Lord Stanhope, and the enrolment is cancelled on the Roll accordingly.

Pell Enrolments, Vol. 3. pp. 12^b, 28^b.

12. App. XXI. 26 Oct. 18 Jac. I. 1620.—Privy Seal directed to the Lords and others of the Treasury, &c., noticing that by another Privy Seal, dated 21 March, 8 Jac. I. the King had discharged certain stages of posts which had not been beforetime usually maintained and were not necessary but only in time of war, the stage of London serving for the western parts, the stages of Staines, Hartford Bridge, Basingstoke, Andover, Salisbury, Shaftesbury, Sherborne, Crookhorn, Honington, Exeter, Ashburton, and Plymouth: and that inasmuch as the necessary dispatch of letters and packets required the re-establishment of the said stages from London to Plymouth, they are commanded to pay Lord Stanhope, as Master of the Posts, the rates of the posts so re-established, as set forth in the schedule.

5 June, 19 Jac. I. 1621.—Privy Seal addressed to the Treasurer of the Exchequer, directing, amongst other things, that the service and employment of the posts in divers parts of the kingdom should be continued for the sending of letters and packets, by commandment of the King and Privy Council, and that the wages and allowances for each of the ports should be from time to time paid quarterly, according to the list or schedule annexed to the Privy Seal, amounting in the whole to 3,404*l.* 3*s.* 4*d.* per annum.

The list of the Posts in the Schedule is the following:

Towards *Berwicke.*—London, Waltham, Ware, Royston, Baberham, Newmarket, Caxton, Huntingdon, Stilton, Stamford, South Wytham, Grantham, Newark, Tuxford, Strooby, Doncaster, Ferrybriggs, Tadcaster, York, Wetherby, Burroughbryggs, Cathericke, Bowes, Burghe, Perith, Northallerton, Darnton, Durisme, Newcastle, Hexam, Thurlwall, Carlisle, Morpeth, Alnwick, Belford, Berwick.

Towards *Dover.*—London, Dartford, Gravesend, Rochester, Seddingborne, Canterbury, Margate, Sandwich, Dover.

Towards *Hollihead.*—London, Barnet, St. Alban's, Breckhill, Tocester, Dayntry, Coventry, Bremigham, Bewdley, Colshill, Lichfield, Stone, Nantwich, Chester, Northupp, Rutland, Conway, Beamoris, Holyhead.

Towards *Plymouth.*—London, Staines, Hartford-bridge, Basingstoke, Andover, Salisbury, Shaftesbury, Sherborne, Crookehorne, Honiton, Exeter, Ashburton, Plymouth.

Patent Roll, 7 Charles I, Part 28, no. 4.

15 March 163½.—Letters Patent, reciting certain Letters Patent,* dated 30 April, 17 Jac. 1, whereby James 1, appointed that there should be one office or place called Postmaster of England for foreign parts, being out of the King's dominions; that the office should be a sole office of itself, and not member or part of any other office or place of Postmaster whatsoever, and that there should be one sufficient person or persons to be by the King from time to time nominated and appointed, who should be called the Postmaster or Postmasters of England for foreign parts, being out of the King's dominions, unto which person or persons the King appointed full powers and authority, by himself or themselves, or his or their deputy or deputies, servant or servants, to have the sole taking up, sending, and conveying all packets and letters concerning the service of the King, and of all other packets and letters, the conveying whereof had been taken to have been incident or properly belonging to any Postmaster into the said foreign parts; and for the considerations therein mentioned the King appointed Mathew de Quester, and Mathew de Quester, his son, to the said office; to hold to them the said Mathew de Quester, the father, and Mathew de Quester, the son, as well by themselves, or either of them, as by their or either of their sufficient deputy or deputies, during the natural lives of Mathew de Quester, the father, and Mathew de Quester, the son, the said office or place of Postmaster of England for foreign parts, for their natural lives and the life of the survivor.

13. App. xxxiii.

* Search has been mad for this Patent, but no enrolment is found, no is it amongst the Privy Seals of the year.

Further noticing the grant to Lord Stanhope and his son, and the complaint made by Lord Stanhope, the decision against him by the referees, the death of Mathew de Quester, the son, and that Mathew de Quester, the father, was yet living; the King therefore declares his will and pleasure, that the office shall have perpetual continuance, and grants unto William Frizell and Thomas Withering, gentlemen, the office or place of Postmaster of England for foreign parts out of the King's dominions, to do all things to the said office belonging and appertaining, to hold, exercise, and enjoy the said office of Postmaster of England for foreign parts out of the King's dominions, together with all powers, &c. by themselves or either of them, or their or either of their sufficient deputies, during their natural lives and the life of the survivor, from and after and as soon as the said office shall become void by the death, surrender, forfeiture, or other determination of the estate of Mathew de Quester, the father. The King prohibits all persons other than the said William Frizell and Thomas Withering, from intruding themselves in the said office after the determination of the estate of Mathew de Quester, and the Lord Chamberlain, the Lord Warden of the Cinque Ports, the Secretaries of State, &c., in their several jurisdictions and places are not only to be aiding and assisting the said Frizell and Withering, but to the utmost of their power to repress all intruders.

Patent Roll, 12 Charles II, Part 23, m. 26.

14 August 1660.—The King, in consideration of the services of Henry Bishopp, of Henfield, in the county of Sussex, esq., grants to him the office of Master of the Messengers and Runners, commonly called the King's Posts, as well within the Kingdom of England as in other the King's dominions in other parts beyond the seas, to hold and enjoy the same, by himself or his sufficient deputy or deputies, from the 25th June then last to the end of the term of seven years, in the same manner as John Stanhope, knt., Lord Stanhope, of Harrington, Mathew de Quester, William Frizell, Thomas Withering, or any one else, held the same, together with various clauses for the greater security of the patentee.

14. App. liii.

Pell Enrolments of Letters Patent, &c. vol 3, pp. 54—62.

1 Sept., 12 Charles II.—Indenture between the King of the one part, and the beforementioned Henry Bishopp of the other part, reciting the Letters Patent of the 14th August, and that it is intended that Bishopp, his Executors, &c., and his and their deputy and deputies, should use, exercise, and enjoy all and every the powers, privileges, profits, and advantages expressed in a pretended Act of Parliament made in the year 1656, for the settling the Postage of England, Scotland, and Ireland: It is witnessed, that in consideration of the rents and covenants thereinafter mentioned to be paid and performed by Bishopp, his Executors, &c.; and in consideration of 5,375 *l.* paid into the receipt of the Exchequer in advance of the yearly rent thereinafter mentioned, the King covenants to and with Bishopp, his Executors, &c., that Parliament should be moved speedily and effectually by His Majesty to pass an Act of Parliament in the due and usual form for the settlement of the said Postage and the profits thereof on his said Majesty as part of the revenue of his said Majesty; and that from and after the passing of the Act it should be lawful for Bishop, his Executors, &c., and for no other person or persons during the said term of seven years, to have, hold, use, exercise, and enjoy all and every the powers, &c. which shall be mentioned in the intended Act.

15. App. liii.

Covenant from Bishop for payment at the Receipt of the Exchequer of the yearly rent of 21,500 *l.* upon the four usual quarterly days of payment, excepting the last quarter, which is to be abated in respect of the advance so made by him.

Proviso for re-entry, and making void the Letters Patent or Grant, as well as the lease, in case of the non-payment of the rent for more than 30 days.

That is to say, that the Royal Service should be performed by the Postmaster, in the same manner as if the grant of the 14 August had not been controlled by the lease, the grant and the lease having become an entire transaction.

This clause was probably inserted, *ex abundante cautela*, to prevent the Royal Prerogative being affected by the lease which placed the Postmaster in a situation, that of being a carrier for hire.

Covenants from Bishopp that he, his Executors, &c. shall, at the rates mentioned in the pretended Act of Parliament, defray the whole charges of carrying and re-carrying packets and mails of letters and other things, and all other charges whatever in maintaining the office; and that all letters, packets, and dispatches, ordinary and extraordinary, from or to the King, the Lord High Admiral, the Lord Chancellor, the Lord Treasurer, or Commissioners of the Treasury, the Lord Warden of the Cinque Ports, or any of them, and all single inland letters only of the members of the then Session of Parliament, should be conveyed and carried either by the common and ordinary mail, or other speedy and safe passage, free from the payment of any rates or portage.

And that in case any complaint shall happen concerning the management of the office, Bishopp, his Executors, &c. shall submit the same to the hearing and determination of the Secretaries of State for the time being, or either of them; and shall permit the Secretaries of State for the time being, or either of them, from time to time, and at all times during the term, to have the survey and inspection of all letters within the office at their or either of their discretion.

And further, that Bishopp, his Executors, &c. shall give and deliver to the Secretaries of State, or one of them, a list of all Postmasters and other officers employed by Bishopp, his Executors, &c., in and about the executing of the office; and in case any just and reasonable exception shall be taken by the Secretaries of State, or either of them, against any person or persons so employed by Bishopp, &c., he, Bishopp, will remove such person or persons.

Further, that Bishopp, his Executors, &c., shall offer unto the Secretaries of State for their approbation all alteration of the then settled Post stages, and all such erections of new stages as should be thought fit by Bishopp, his Executors, &c., to be altered and erected for the better management and advantage of the Office, which alterations shall not be made unless the same be first approved by the said Secretaries, or one of them.

Provisos for abatements in the rent in case of plague in London, or in any other inland city to which the Postage of letters is usual; or civil or foreign war; or if the grant should prove to be ineffectual in part or in whole by reason of any precedent, right of any person or persons unto any part or parts of the said Office; or through any defect in the Act of Parliament intended to be passed as before-mentioned, or through any other defect in the grant of the said Office.

Proviso in case of insufficient abatements and allowances being made to Bishopp, &c., that he may, on three months notice to the Secretaries of State, or one of them, and payment of all arrears of rent, surrender his office, and that the Crown should accept the office; and that from the time of such surrender all covenants and agreements on the part of Bishopp shall be null and void.

Covenant from Bishopp not to take any greater rates than such as in the pretended Act are limited.

Covenant from the Crown for quiet enjoyment and further assurance.

Pell Inrolments, vol. 3, pp. 62–66.

16. App. LVII. 14 February 1660/1. Certificate of Sir Edward Nicholas and Sir William Morice, the two Principal Secretaries of State, stating, among other matters, that Bishop had made it appear to them that he could not enjoy part of his profits by reason of his having been unable to compel the due payment by Members of Parliament, for packets of letters carried to and from London for them, over and above the single letters, according to the indenture.

Farthermore, that he had made it appear that, for want of the passing of the intended Act of Parliament, and for want of a legal power to restrain all other posts from running or riding posts, according to the intention of the indenture of covenants, there are several posts which constantly run to and from London, beside those appointed by him.

Also, that Bishop had sustained loss by carrying letters and packets for the commissioners for the government of Ireland, residing in Ireland, not having had any pay or allowance for the same; and that they themselves had, by special command of the king, appointed Bishop to carry several letters and packets sent to the Post-office, from time to time, by the Commissioners of the Army in England, without demanding or receiving anything for the same.

Auditor's Privy Seal Book, No. 2, pp. 146–149.

17. App. LVIII. 22 January, 13 Charles II., 1661/2. Privy Seal addressed to the Treasury, &c. reciting, among other things, the appointment of Thomas Parnell, esq. to be the King's own letter-carrier, to attend the court or place of residence of the King, to receive and deliver at and from the Post-office, or such stage thereof as should happen to be next the court or Royal place of residence for the time being, the King's public letters and despatches for the King's immediate service.

Patent Roll, 15 Charles II., Part 9, m. 9.

18. App. LIX. 29 April. The King, for divers good causes and considerations, grants to Daniel O'Neile, esq., one of the grooms of the chamber, the office of master-general of the messengers and runners, commonly called the office of Postmaster-general, and also the office, called

called by the name and style of his Majesty's Postmaster-general, and also the office of Postmaster-general; and also appoints the said Daniel O'Neile Master-general of the King's Messengers and Runners, called in English our Postmaster-general, and also the office called by the name and style of His Majesty's Postmaster-general; to hold and enjoy the same, by himself or his sufficient deputy, from the 25th of March then last past, for the term of four years and one quarter, together with all wages, fees, &c. belonging to the office, in the same manner as John Stanhope, knight, Lord Stanhope of Harrington, Matthew de Quester, William Frizell, Thomas Withering, or Henry Bishop, or any one else, held the same; together with various clauses for the greater security of the patentee.

Patent Roll, 15 Charles II. Part 9, m. 8.

29 April, 15 Charles II. 1663. Indenture between the King, of the one part, and the before-mentioned Daniel O'Neile of the other part, reciting the letters patent to Bishop, of the 14th August, 12 Car. II., and that Bishop, by deed poll, dated 6th April instant, and duly inrolled in Chancery, had surrendered all his estate and interest in the office. 19. App. lx.

Also reciting the grant to O'Neile, and also reciting that it was intended that O'Neile, his executors, and his and their sufficient deputies, should exercise and enjoy all the powers, privileges, profits, and advantages, given, granted, or expressed in the late Act of Parliament for erecting a Post-office.

It is witnessed, in consideration of the rents and covenants thereinafter reserved and contained, to be paid and performed by O'Neile, &c., the King grants to O'Neile, his executors, &c., that it shall be lawful for O'Neile, his executors, &c., and for no other person or persons whatsoever, during the said term of four years and a quarter, to have, hold, use, exercise, and enjoy, all the powers, privileges, profits, and advantages, given, granted, or expressed in the said Act of Parliament.

Covenant from O'Neile for the payment, at the Receipt of the Exchequer, of the yearly rent of 21,500 *l.* upon the four usual quarter-days of payment, excepting the last quarter, which is to be abated in respect of the advance of 5,375 *l.* paid in advance by Bishop, for one quarter's rent beforehand.

Proviso for re-entry, and making void the letters patent or gran, as well as the lease, in case of non-payment of the rent for more than 30 days.

Covenant from O'Neile, that he, his executors, &c. shall, at the rates mentioned in the said Act of Parliament, defray the whole charge of carrying and recarrying the packets and mails of letters, and other things, and all other charges whatsoever in maintaining the office; and that all letters, packets, and despatches, ordinary or extraordinary, from or to the King, the Lord High Admiral, the Lord Chancellor, the Lord Treasurer, or the Commissioners of the Treasury, the Lord Warden of the Cinque Ports, and the Secretaries of State, and all the single inland letters only of the Members of the then present Parliament, during the continuance of the Session of Parliament, should be conveyed and carried either by the common or ordinary mail, or other speedy and safe passage, free from the payment of any rates or portage; and that in case any complaints shall happen concerning the management of the office, O'Neile, his executors, &c., shall submit the same to the hearing and determination of the Secretaries of State for the time being, or either of them; and shall permit the Secretaries of State for the time being, or either of them, from time to time, and at all times during the term, to have the survey and inspection of all letters within the office or offices aforesaid, at their or either of their discretion.

And further, that O'Neile, his executors, &c. shall give and deliver to the Secretaries of State, or one of them, a list of the Postmasters and other officers employed by O'Neile, &c. in and about the executing of the office; and in case any just and reasonable exception shall be taken by the Secretaries of State, or either of them, against any person or persons so employed by O'Neile, he (O'Neile) will remove such person or persons.

Further, that O'Neile, his executors, &c. shall offer to the Secretaries of State for their approbation, all alterations of the then settled post-stages, and all such erections and new post stages as should be thought fit by O'Neile, his executors, &c. to be altered and erected for the better management and advantage of the office; which alterations shall not be made unless the same shall be first approved by the said Secretaries or one of them.

Provisoes for abatement of the rent, in case of plague in London or any other city, inland or foreign, into which the postage of letters is usual, or civil or foreign war; or if the grant should prove to be ineffectual, either in part or in whole, by reason of any precedent, right of any person or persons into any part or parts of the office, or through any defect in the grant of the office.

Proviso, that in case of insufficient abatement or allowances being made to O'Neile, &c., he may, on three months' notice to the Secretaries of State, or one of them, and payment of all arrears of rent, surrender his office; and that the Crown will accept the surrender; and from the time of such surrender all the covenants and agreements on the part of O'Neile shall be null and void.

Covenant from O'Neile, that he shall not take any greater rates than such as are limited in the Act of Parliament.

Covenant from the Crown for quiet enjoyment and further assurance.

ABSTRACT of the DOCUMENTS in the State Paper Office, relating to the Office of Postmaster-General, Conveyance of Letters, &c., delivered in by Mr. *Lechmere*, Deputy Keeper of State Papers.—(1 to 34.)

## JAMES I.

App. xvii. 1. PROCLAMATION by the Privy Council for dispatch of Pacquets between London and Berwick; dated at Whitehall, 8 April 1603.

App. xviii. 2. Orders for Thorough Posts and Couriers riding in post on the Kings' Affairs, 1603.

App. xx. 3. Proclamation against the unauthorized conveyance of Letters; dated Greenwich, 15 May 1609.

1616: July 14. 4. WARRANT for issuing 50 *l.* on account to Lord Stanhope, Postmaster-general, for the expense of expresses during his Majesty's intended journey to the north. Original signed by King James 1. (Sig. Man. Vol. 6, No. 34.)

1616–17: Mar. 8. 5. Warrant to imprest to Lord Stanhope 50 *l.* for extra stages during the King's journey into Scotland. Orig. signed by the King. (Sig. Man. Vol. 7, No. 12.)

1618: July 15. 6. Warrant to imprest to Lord Stanhope 50 *l.* for extraordinary posts in the west of England during the King's progress there. Orig. signed by the King. (Sig. Man. Vol. 9, No. 33.)

1619: July 12. 7. Warrant to imprest to Lord Stanhope 50 *l.* for extraordinary posts from the north of England during the King's progress. Orig. (Sig. Man. Vol. 10, No. 24.)

1620: July 4. 8. Warrant to pay Lord Stanhope 50 *l.* for extra posts during the King's progress. Orig. (Sig. Man. Vol. 11, No. 8.)

1623: July 14. 9. Warrant to pay Lord Stanhope 50 *l.* for extra posts during the King's progress in the west of England. Orig. (Sig. Man. Vol. 15, No. 35.)

App. xxiii. 10. Proclamation confirming Matthew de Quester and Matthew de Quester his son in the office of Postmaster-general of England for Foreign Parts; dated Westminster, 19 December 1623.

624: July 11. 11. Warrant to imprest to Lord Stanhope 50 *l.* for extra posts during the King's progress in the north. Orig. (Sig. Man. Vol. 16, No. 17.)

## CHARLES I.

1627–8; Feb. 19. 12. ACCOUNT of Matthew de Quester for conveyance of various pacquets to ambassadors and other agents abroad, from the 1st November 1627 to 19th February 1627–28, amounting to 51 *l.* 18 *s.* (Domestic.)

1627–8 Feb. 26. Whitehall. App. xxviii. 13. *Copy of the Order made by the Lords Referees, on petition of the merchants of London, advising Matthew de Quester and his son not to interrupt the conveying or reconveying merchants' letters.* [Inclosed in No. 14.]

1627–8; Feb. 30 (29th). London. App. xxix. 14. Secretary Sir John Coke to Secretary Lord Conway, sends copy of an order served on De Quester, the Postmaster for Foreign Parts, the effect of which would be to supersede that office which was held under patent, to revoke Proclamations, and to annul the Order made at a full Council Board on that subject. Censures the conduct of Billingsley, who thus attempted to force the conveyance of foreign packets from the proper authority constituted by Royal prerogative, which it was most necessary to preserve in the Crown. (Domestic.)

1628: March 29. 15. Warrant to Sir William Uvedale, Treasurer of the Chamber, to pay Matthew de Quester, for his care and expense in giving conveyance of several packets of letters to and from his Majesty's ambassadors and agents in foreign parts. (Domestic.)

1628: June 27. App. xxxi. 16. Address of The House of Commons to King Charles the First, to give directions for the enlargement and setting at liberty of Henry Billingsley, who had been imprisoned at the suit of Matthew de Quester, for conveying packets abroad, under the authority of Lord Stanhope, the Postmaster-general, who questioned De Quester's patent. (Domestic.)

1628: June 30. App. xxxii. 17. Petition of all the Posts in England, being in number 99 poor men, to the Privy Council, praying to be paid their salaries, which had been long unpaid, and now amounted to 22,626 *l.* 19 *s.* 3 *d.*, and many of them were lying in prison. (Domestic).

1628: July 11. 18. Warrant to pay Lord Stanhope 50 *l.* for extra Posts during the King's progress. Orig. signed by King Charles the First. (Sg. Man. Vol. 8, No. 13.)

1628: Oct. 11. Charing-cross. 19. Sir Robert Naunton, Master of the Court of Wards, to Secretary Lord Conway. Has met with an intercepted letter of an Irish priest, which he had opened himself the night before, and now sends it to him, to make such use of it as he thinks proper. (Domestic.)

1635: June? App. xxxv. 20. "A Proposition for setling of Staffets or Pacquet Posts betwixt London and all parts of His Majesties dominions, for the carrying and recarrying of his subjects' letters, the clere proffitt whereof to goe towards the payment of the Postmasters of y^e^ roades of England, for w^ch^ his Ma^tie^ is now chardged w^th^ 3,400 *l.* per annum." (Domestic.)

This is indorsed by Secretary Sir John Coke, and it is very probable on this Proposition the Letter-office was established, as appears by the important proclamation of 31st July 1635.

1635: July 1. 21. Order in Council authorizing John Wytton, Deputy Postmaster of the Court, to lay sufficient stages for conveyance of pacquets during his Majesty's progress this summer. Signed by ten of the Privy Council. (Domestic.)

## Interregnum.

From the Registers of the Council of State.

22. Ordered, That Sir Henry Vane, Mr. Heveningham, Mr. Holland, Mr. Robbinson, Mr. Alderman Wilson, or any two of them, be a Committee to consider how the posts for letters, both within England and out, may be best managed for the service of the Commonwealth. (Vol. 1, p. 131.) — 1649: March 29.

23. Ordered, That the paper given in to the Councell by Mr. Attorney-generall, concerning the posts, be reported to the Parliament; and that it is the opinion of this Councell that, as affaires now stand, they conceive it safe and fitt that the office of Postmaster shall be in the sole power and disposeall of the Parliament. (Vol. 3, p. 90.) — 1649–50: March 14.

24. Resolutions of the Council of State relative to the posts, carriage of inland letters, rates of postage; postmasters to be godly and well affected; posts to be settled on certain lines of roads, &c. (Vol. 16, pp. 34-36.) — 1653: May 7. App. xlv.

25. Ordered, That power be given to the Committee appointed for the business of the posts, to dispose both of the Inland and Foreign Post-offices, for the best advantage of the Commonwealth. (Vol. 16, p. 284.) — 1653: June 13.

26. Ordered, That Mr. John Manley be authorised to carry all pacquets, both publique and private, inland and foreign; resolutions thereon, &c. (Vol. 16, pp. 457, 458.) — 1653: June 30. App. xlvi.

27. Authority to Mr. John Manley to enter upon the execution of his office for the postage of letters, foreign and inland. (Vol. 16, p. 462.) — 1653: June 30. App. xlvii.

28. Order of the Council of State to the postmasters on the road to Yarmouth, to hold themselves in readiness during the fleet's being upon the northern coast, to have always ready in the stable a convenient number of horses, &c. (Vol. 17, p. 199.) — 1653: Aug. 8.

29. Colonel Jones presents a Report from the Committee of Council for consideration of the whole business of the Post-office; ordered, that the management of the Post-office be performed by Mr. Secretary Thurloe, giving security for the present rent of 10,000 *l.* per annum. (Vol. 21, p. 42.) — 1655: April 24. App. xlviii.

## CHARLES II.

Proclamations in Her Majesty's State Paper Office, relating to the Postmaster's Office, Posts, &c.

30. A Proclamation for quieting the Postmaster-general in the execution of his office (Coll. No. 39). Henry Bishop, esq., being appointed Postmaster-general according to the powers in a late Act of Parliament, prohibiting all persons from conveying letters, except the said Henry Bishop and his deputies; and all mails, packets, &c. illegally conveyed, to be seized and sent to the Privy Council. — 1660–1: Jan. 16. Whitehall. App. lvi.

31. A Proclamation for the better quieting the Postmaster-general in the execution of his office, and for his future encouragement therein (Coll. No. 145). Daniel O'Neale, esq., appointed Postmaster-general on resignation of Henry Bishop; prohibiting any but authorized persons to carry letters; letters or packets so carried to be sent to the General Post-office, and there disposed of. *No person to open any letters, except by immediate warrant of the Secretary of State.* — 1663: May 25. Whitehall. App. lxi.

*N. B.* This is the earliest instance where public notice is given, by Proclamation, of this power of the Secretary of State.

32. A Proclamation for quieting the Postmaster-general in the execution of his office (Coll. No. 245). Henry Lord Arlington constituted Postmaster-general. All letters illegally conveyed to be seized and sent up to the Privy Council. — 1667: July 26. Whitehall. App. lxii.

33. A Proclamation for enforcing the due execution of the Act of Parliament, intituled, "An Act for settling the profits of the Post-office on his Royal Highness the Duke of York, and His Heirs Males;" and for prevention of the inconveniences arising by the infringement of the said Act (Coll. No. 270). To prevent the illegal carriage of letters; all letters so conveyed to be considered letters of dangerous consequence, and to be sent up to one of the Secretaries of State, or to the Privy Council, to be opened and inspected. The Postmaster-general to establish posts in every principal market town. — 1669: June 21. Whitehall.

34. A Proclamation for enforcing the due execution of the Act of Parliament, intituled, "An Act for settling the profits of the Post-office on his Royal Highness the Duke of York," &c. (Coll. No. 426). The same in effect, and nearly verbatim with the preceding. — 1683: Aug. 25. Windsor. App. lxiv.

DOCUMENTS relating to the Office of Postmaster, &c., delivered in by Mr. *Reeve*, from the Council-office, &c.

App. x. 1. ORDER with reference to the Poste; 29 July 1556.

App. xiv. 2. Proclamation for redress of Disorders in Postes; 1591.

App. xv. 3. Letter to Sir John Stanhope, Knt. Master of Her Majesty's Postes, with reference to the Postes towards Ireland; 24 February 1598.

App. xvi. 4. Letter to all the Postes between London and Chester; 16 August 1601.

App. xxvi. 5. Orders of Council with reference to the Controversy between Lord Stanhope and Matthew de Quester: 5th October 1626 and 10th November 1626.

App. xxvii. 6. Order of Council restricting the liberty given by the Order (22d November 1626) to all Companies of Merchants to convey their despatches by messengers of their own choosing, to the Company of Merchants Adventurers, &c.: 24th October 1627.

App. xlv. 7. Proclamation for enforcing the due execution of the Acts of Parliament for erecting the Post-office, and for settling the Profits thereof on his Majesty, his heirs and successors; 1685.

MISCELLANEOUS DOCUMENTS relating to the Office of Postmaster, &c., included in the APPENDIX.

App. vii. 1. LETTER from Brian Tuke, Esq. Master of the Posts, to Thomas Crumwell; 17th August 1533.

App. ix. 2. Ordonnances with reference to the Postes; about 1555.

App. xxv. 3. Report of Action, "Stanhop v. Equester;" 1625.

App. xxxiv. 4. Proclamation concerning the Postmaster of England for Foreign Parts; 19th July 1632.

App. xxxvi. 5. Proclamation for the settling of the Letter-office of England and Scotland; 31 July 1635.

App. xxxviii. 6. Proclamation concerning the carrying and recarrying of Letters as well within his Majesty's Realms and Dominions as into and from Foreign Parts; 1637-8.

App. xxxix. 7. Proclamation concerning the Sequestration of the office of Postmaster for Foreign Parts and also of the Letter-office of England into the hands of Philip Burlamachy; 6 August 1640.

App. l. 8. Act 1657, "Postage of England, Scotland and Ireland setled."

App. lv. 9. Abstract of Act 12 Car. II. for erecting and establishing a Post-office.

App. xxiv, xxx, xl, xli, xlii, xliii, xliv, xlix, li, liv, lxiii, lxvi. 10. Extracts from Journals of Lords and Commons.

*Note.*—The Documents delivered in by Sir *Francis Palgrave*, Mr. *Lechmere*, and Mr. *Reeve*, and those obtained from other Sources, are arranged in the order of Date.

— I. —

(Sir *F. Palgrave*, 1.) A. D. 1252.

AMONGST the Records late of the Queen's Remembrancer preserved in the Branch Public Record Office, Carlton Ride, in the custody of the Right Hon^ble the Master of the Rolls, pursuant to the Statute 1 & 2 Vict. c. 94, to wit, amongst the Wardrobe Accounts; it is thus contained:

ROTULUS Rob de Chaury cont^a Walt de Brad de expñs nuncioꝝ post compotū fcm ad festum sci Johis Bapt anñ xxxvj usq; festū eiusdm anñ xxxvij.

36-37 Hen. 3.

DOMINICA ꝓxima post festum sci Johis Bapte, anno xxxvj^to, Rob nunco eunti ad comitissam Cornub cum nunco Comitisse Puinc, xij d. Willo cokino* eunti ad dñam Alic de Burgo, vj d. Gilemino de Valeres eunti in Susex ad dñm P. de Sabaud, vj s. Cheuer cokino eunt apud Ambresbir, iij d. Walto nunco frīs W. de Tharent venienti ad curiam cum lr̄is dñi sui, ad expñs suas, iij d. Cheuer cokino eunt ad comitissam Cornub, iij d. Rob de Gaugi nunco eunti in Susex ad dñm P. de Sabaud, xij d. Gilloto nunco Comitisse Puinc, x s. de dono. Bartholom de Eūle eunti ad comitissam Lincoln, vij d. ob. Willo de Gardinis eunti ad dñm Johem Mansellū, xv d. Cheuer cokino eunti apud Wyntoñ, iij d. Rado de Gorges vallet Regine Scoc def^nti lr̄as Regine ex ꝓte dne sue, xx s. de dono. Simōi nunco eiusdm regine, vj s. viij d. de dono. Rob nunco eunti apud Hereford ad dñm G. de Segaue, ix d. Johi Torlewein nunco fruñ minoꝝ Redingˉ, de dono Regine, ij s. Walto le Waleis cokino eunti a M^rleburg usq; Londoñ ad dñm W. de Bradeleg, ix d. Ric cokino eunti ad magr̄m Petm de

* *Note by the Editor.*—The word Cokinus, in the Wardrobe accounts of the latter half of the 13th century, is used to signify a messenger: but in what the Cokinus differed from the Nuncius and the Garcio, the other terms employed in those accounts to signify the bearers of letters or messages, does not appear. The same three terms are used in the Wardrobe account of the 28th Ed. I. A. D. 1299–1300, published in the year 1787 by the Society of Antiquaries. The chapter in that account, relating to messengers, is headed, "Titulus de Expensis Nunciorum et *Cokinorum* Regis Edwardi, filii Regis Henrici, &c."

de Alpibꝫ pñicū, viij d. Jordano cokino eunti Londoñ ad dñm Johem̃ Mansellum, ix d. Joñi cokino eunti ad Comitissam Leycestr̃, ix d. Wiłło sometar̃ Isabelle eunti cum someř suo London a Clarendoñ ꝑ negociis regine, ij s. vj d. Jordano cokino eunti ad magr̃m Reymund Pñicum, ix d. Eidm̃ eunti ad frem̃ W. Bellum, vj d. Perceuent cokino eunti in Canc̃ vj d. Jordano cokino eunti ad dñam Alic̃ de Burgo, vj d. Eidm̃ eunti ad Eustachium de Boeles, iij d.

Sum$^{a}$ lviij s. ix d. ob̃.

Dominica ꝓxima ante festum sc̃i Laurenc̃, apud Wodestok̃, Walło nunc̃o dñe Matiłł de Cantilupe, de dono, ij s. Rob̃ de Gaugy nunc̃o eunti ad magr̃m Alex Pñicum, vi d. Rob̃ Longo nunc̃o eunti ad magr̃m Petr̃ de Alpibꝫ Pñicum, vj d. Simoni nunc̃o frīs de Marisco, vj d. de dono. Cheuer̃ cokino eunt̃ apud Oxōn, ij d. Rob̃ nunc̃oeunti apud Simplinghā, xv d. Hugoñ cokino eunti apud Tharent̃, ix d. Jordano cokino eunti ad Comitissam Lincolñ ix d. Rob̃ de Gaugy eunt̃ apud Kenilworth ix d. Jordano cokino eunt̃ ad Comitissam Deuoñ, vj d. Joñi nunc̃o Regni Francie def$^{o}$enti liłas Regine de statu ꝥre sc̃e, xx s. de dono. Cheuer̃ cokino def$^{o}$enti liłas regine in Canc̃ ad magr̃m Henr̃ de Kand, vj d. Russello cokino eunt̃ ad regem, vj d. Reymund Bouet ꝑhendinanti apud Messenden de mandato dñi Regis, ij s. de dono. Rob̃ nunc̃o eunt̃ in Sabaud ad Archiep̄m Cañt, xvj s. Her̃ Pech̃ eunt̃ ad Regem ad sc̃m Eadmund, x s. Jordano cokino eunt̃ Lond, iij d. Rob̃ de Gaugy eunt̃ ad dñam Johām de Valenc̃ vj d. Edm̃ eunt̃ apud Hereford xv d. Simoñ nunc̃o eunt̃ Londoñ, iii d. Joñi Tartar eunt̃ ibidm, iij d. Nunc̃o Comitisse Cornub̃, xij d. de dono. Wiłło de Gardinis eunti ad Regem, iij s. ix d. Thom̃ Golafr̃ eunt̃ ad eundm̃ apud sc̃m Eadmund, vj s. viij d. Willo de Gardinis eunt̃ ad dñm Johem Mansell, vij d. ob. Rob̃ de Gaugy nunc̃o eunti ad eundm, vj d. Simoni nunc̃o eunti apud Boloñ ꝑcepto Regine cum mensura filii dñe M. de Lacy, vij s. Joñi Tarthar̃ eunt̃ Londoñ & cōmoranti ibidm̃ ꝑ duas noctes, vj d. et ꝑ portag̃ cere q$^{am}$ quesierit ibidm a novo templo usq; ad hospiciū suum, j d. Wiłło cokino eunti ad dñm Petr̃ de Sabaud, ix d. Rob̃ de Gaugy eunt̃ apud Corsham ad Comit$^{a}$m Cornub̃, ix d. Russello cokino eunt̃ apud Tykehułł ad Iuonem cl̃icum constabular̃ castri illius, xv d. Walło nunc̃o dñi Guidoñ de Russiloñ, ij s. de dono. Jordano cokino eunti ad dñm Comitē Cornub̃ apud Corsham, ix d. Rob̃ cokino eunti ad magr̃m Henr̃ de Cand, ix d.

Sum$^{a}$ iiij li. v s. vj d. ob̃.

Dominica in festo sc̃i Michaelis, Walło cokino eunti apud Tykehull ad Iuonem cl̃icum, xv d. Cheuer̃ cokino eunti ad frem̃ W de Thareñt, xij d. Colino sometar̃ lecti Regine ꝑ areragiis suis, de suo, cum someř lecti apud London, ix d. Petro barbatori comitis Leycestr̃ deferenti rumores de ꝥu eiusdm̃ Comitisse, xl s. Wiłło cokino eunti ad Comitissam Deuoñ, xv d. Joñi Tarthar̃ eunti London & cōmoranti ibidm̃ ꝑ tres dies, ix d. Simoni nunc̃o eunt̃ in Norf ad Comit$^{a}$m Lincolñ, xv d. Rog̃o de Capella def$^{o}$enti rumores de ꝥu dñe Mabiłł de Insulaꝫ, xx s. de dono. Simoni cokino eunti ad dñm Rob̃ Walerand, iij d. Joñi Tartharino eunti Londoñ & cōmoranti ibidm̃ ꝑ tres noctes cum someř Garderob̃, ix d. Walło de Cofton valleto Regine Scoc̃, xiij s. iiij d. de dono. Cheuer̃ cokino eunti ad magr̃m Henr̃ de Cand, ix d. Rob̃ de Gaugi nunc̃o eunti ad dñm I. Mansellū, vj d. Rob̃ longo nunc̃o eunti apud Corsham ad Comit$^{a}$m Cornub̃, ix d. Nicho nunc̃o Epi Lugduñ, vj s. viij d. de dono. Gilemino nunc̃o Epi Tharenſt, ij s. de dono. Wiłło garc̃oni dñe Alic̃ Nutric̃ eunti apud Kenylworth ad Comit$^{a}$m Leycestr̃, xij d. Wiłło de Albyniaco pinc̃ne Regine èunti in Scoc̃, ad expñs suas, liij s. iiij d. Simoñ nunc̃o eunti ad Comitē Ric., iij d. Cheuer̃ cokino eunti London, iij d. Wiłło cokino eunti apud Oxoñ Reymundū Bernardi cl̃icum cum roba sua ad acquietand fenū & auenam ad someř suum, vj d. Rob̃ de Bradet nunc̃o eunti ad Comitissam Lincolñ in Lindeš, xv d. Rob̃ de Gaugy nunc̃o eunti ad dñam M. de Cantelup̄, ix d. Joñi Thartar̃ eunt̃ Londoñ, iii d. Jordano cokino eunti London ad Abbissam de Therent̃, vj d. Joñi Walleñs cokino eunti apud Cantuar̃ ad frem̃ Gregor̃, ix d. Joñi nunc̃o dñi P. de Sabaud, xij d. de dono. Gillemino de Valer eunt̃ ad dñm P. de Sabaud, ad expñs suas, ij s. Her̃ Pech̃ eunti ad Curiam, ij s. Simoni nunc̃o eunti ad magr̃m Eustach̃ de Leu, xij d. Scoto cokino eunti Londoñ, iij d. Jordano cokino eunt̃ ad dñm P. de Sabaud, vj d. Tartarino ꝑ arrerag̃ suis de itiñibꝫ suis London, vj d. Walło scissori Regine Scoc̃ def$^{o}$enti liłas ex ꝥe dñe sue, xl s. de dono. Reymundo menest$^{a}$llo dñm Galfr̃ de Geinuiłł, de dono regine, xx s. ꝑ manū Retent ñcatoris.

Sum$^{a}$ x li. xvij s. iiij d.

Sum$^{a}$ de expñs nunc̃oꝫ & denar̃ datis a compoto fc̃o ad festum Natīitatis sc̃i Johis Bapt̃ [anno xxxvj] usq; festum Aploꝫ Simonis & Jude anno incipiente xxxvij ; xviij li. xx d.

Sum$^{a}$ totalis xviij li. xx d.

## — II. —

(Sir *F. Palgrave*, 2.) A. D. 1284–5.

Contrarotulus expñ Nunc̃ equite & ped miss ad diꝛsas partes tam t$^{a}$nsmar̃ qu$^{am}$ cismar̃ cū ſris dñi Edwardi illustr̃ Regis Angl̃ a festo sc̃i Edmundi Reg̃ anno r. r. Edwardi predc̃i incipiente xiij$^{o}$ usq; ad idm̃ festum anno revoluto. 13-14 Ed. I.

* * * * * * * * * *

D M$^{a}$tr xxviij die Aug̃i, Bannebur̃ cokino defer̃ ſras R. Almarico de Ponte Exon ꝑ vinis, ꝑ suis expñ p vj dies, xiij d. Cuidam garcoñ defer̃ ſras Thes Joñi de Reda, ad suas expñ, vj d. Haukeno de Ottokeshar̃ defer̃ ſras R. Pet$^{o}$ de la Mare constab̃ Bristoll, ad suas expñ, viij d. Thome Bost defer̃ lr̃as R. bałłis Dorcestr̃, ꝑ expñ suis p iij dies q; festin, viij d. Walto Wolle

Wolle defer̃ tras R. Epo Dunolm, p expñ suis p iiij dies, xij d. Hankino de Ottokeshal̃ defer̃ tras R. Matho de Colub̃, p expñ suis, iiij d. D M'cur̃, vto die Septembr̃, Thome Sanuag̃ defer̃ tras R. Reginald de Grey, p expñ suis p x dies; ij s̃ vj. d. Bannebur̃ cokino defer̃ tras R. Magro Henr̃ de Neuwerk Archido Richm̃, ad suas expñ, iiij s̃. Cuidam cokino defer̃ tras R. Venatoribz R., de nocte p veñ ad R. p suis expñ, iij d. D Veñ, xiiij die Sept̃, apud Wodmancote, Ade de Baywrth̃ nunc̃o defer̃ tras R. Vic̃ Suthm̃ Wilte̅s Dorset̃ Som̃s Deuoñ. & Cornub̃, p milicia, ad suas expñ, ij s̃. Eodem die, Rog̃o, de Windes̅ nunc̃o defer̃ tras R. Vic̃ Bedeford & Buk, Norff. & Suthff, Rog̃o Louedai & Robo de Ludham, Vic̃ Cantebr̃ ℓ Hunt̃, Joh̃i de Louetot & Rog̃o de Leycestr̃, Essex & Hertford, p assis̃ & milicia p suis expñ p xij dies, iij s̃. Eodem die, Walto Wolle nũco defer̃ tras R. Vicetibz Surr̃ & Suthsex̃, Kanc̃ & Midd, Thes̅ & Baroñ de Scacio, p milicia & assis̃, p suis expñ p iiij dies, xij d. Joh̃i de Barneby nunc̃o defer̃ tras R. Vic̃ Oxoñ & Barkℓ Norht Westm̃l Northūbr̃ Linc̃ Ebor' Rotteland Not̃ & Derb̃ Cumbr̃, Nicho de Stappelton & Elie de Berkingham, Joh̃i de Reygat̃ & Galfro Aguillon, de mil̃ & ass̃, p suis exp̃, iiij s̃. Rado de la Porre scūt defer̃ tras R. dño Joh̃i de Britañ tunc exñt in Arragoñ, ad suas expñ, iiij li. x s̃. Rañ Scoto defer̃ tras R. Vic̃ Cantebr̃, p suis expñ ad iiijor dies, xviij d.

Sma C. xij s. vij d.

D Veñ, p̃dco xiiij die Septembr̃, Rog̃o le Neucomen cokino defer̃ tras R. Vicetibz Salop̃ Stafford Hereford Glouc̃ Wigorñ, & Joh̃i filio cleri de record milic̃ & assis̃, p suis expñ p vij dies, xxj d. Eodem die Haukino de Hottekeshal̃ cokino defer̃ tras R. Vic̃ Warr̃ Leic̃ Cestr̃ Lanc̃, dño Regiñ de Grei Justic̃ Cestr̃, de milicia & ass̃, p suis expñ p viij dies, ij s̃. Wilto de Baywrth̃ cokino defer̃ tras R. dño Henr̃ de Whetel̃ Lond, p suis expñ iij d. D. Lune xvij die Sept̃ Boñ nunc̃o defer̃ tras R dño Cantuar̃ Archiepo p suis expñ p iiij dies, xij d. D. Joṽ, iiij die Octobr̃, Walto Wolle eunti cū tris R ad quer̃ Johm̃ de Bykenor̃ & socos suos, p expñ suis, xij d. Ade Attenesse defer̃ tras dño Hamoi de la Legh̃, p suis expñ, viij d. Gervas̃ nuco defer̃ tras R sb magno sigillo Justic̃ R de Banco Joh̃i de Rames̃, Ade de Lemyng̃ clico Salam̃ de Roff & Joh̃i de Sca Helena & fri suo de record & pcess̃, & de veñ ad R, p expñ suis p iiij dies, xij d. Walto Treuet defer̃ tras R Vic̃ Suthl̃ Dors̃ & Devoñ, p suis expñ p iiij dies, xij d. Bannebur̃ cokino defer̃ tras R. Majori Bathis & pb hoibz Exoñ, p expñ suis p iiij dies, xij d. D M'cur̃, x die Octobr̃, Thome Sciret cokino defer̃ tras R dño Joh̃i de Kirk Vic̃ Suthl̃, p suis expñ p iiij dies, xij d. Walto de Blakeford defer̃ tras R Vic̃ Northl̃ & Wilto custodi canū, ad suas expñ, xiiij d. Wilto Sage defer̃ tras R Rado de Sandwico, ad suas expñ, viij. d. D Dñica, xiiij die Oct̃, Thome de Hereford defer̃ tras R Rico de Boyland de veniendo, p suis expñ p iiij dies, xij d. Adineto le Eskermessur scut̃ defer̃ tras R in Arragoñ dño Joh̃i de Britañ, ad suas expñ, lx s̃.

Sma Lxxiij. s̃. vij. d.

[Fourteen such entries in all.]

## — III. —

(Sir *F. Palgrave*, 3.) A. D. 1324.

Rotulus Expensarum in Garderoba.

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18 Ed. 2. Joh̃i de Strattoñ deferenti lr̃as R sub p̃uato sigillo Custodi Foreste de Claryndoñ vel eius locum tenenti, p expens̃ suis apud Porcestr̃, xjmo die Julii, iiij d. Et Ade Wraister deferenti cons̃ lr̃as R com̃ Cestr̃ & Rico de Skene, p expens̃ suis ibidem, eodem die, xij d. - Sma xvj d.

Ade Fycais deferenti lr̃as R sub p̃uato sig̃ Epo Norwyceñ dño de Sully, p expens̃ suis apud Porcestr̃, xij die Julii, - - - - - - - - - - - viij d.

Mich̃i de Newenham cursori defer̃ lr̃as R sub p̃uato sigillo dño Joh̃i de Insula de Wyght, p expens̃ suis apud Porcestr̃, xiijo die Julii, iiij d. Et Robto de Cestr̃ c̃sori defer̃ lr̃as coñs R Abbati de Tychefeld Priori de Suthewyk & Rico de Borhunt militi, p expens̃ suis ibidem, eodem die, ij d. - - - - - - - - - - - - Sma vi d.

Roberto de Blakerle deferenti lr̃as Regis sub priuato sigillo & lr̃as dñi Hug̃ le Despens̃ mag̃ro Joh̃i de Redeswell, p expens̃ suis apud Porcestr̃, xvmo die Julii, - - vj d.

Ade Lyrreis c̃sori deferenti lr̃as R sub p̃uato sigillo Epo Norwyceñ cū suma festinacc̃oe, p expens̃ suis apud Porcestr̃, xvjmo die Julii, xviij d. Alano de Grendoñ deferenti coñs lr̃as R Joh̃i de Crombwell̃, p expens̃ suis ibidem, eodem die, viij d. - - Sma ij s̃. ij d

## — IV. —

(Sir *F. Palgrave*, 4.) A. D. 1353.

COMPOTUS Joh̃is de Bukynghām Custodis Garder̃ Reg̃ de eadē garder̃, anno. xxvij° Reg̃ E. ℓcij a Conquestu.

Nuncii.

27 Ed. 3. Wilto Page deferent̃ tras Regis Robto Baildoñ vsq; Londoñ, p expens̃ suis, xixno die Marc̃, xij d. Joh̃i Mustard defer̃ lr̃as Rℓ Epo Wyntoñ, p expens̃ suis, xxvijo die Marc̃. xij d. Joh̃i Oldman defer̃ tras Rℓ vicar̃ de Etoñ ℓ Henr̃ Fissh̃, p expñ suis, eodm die, xx d. Joh̃i Mustard misso cū tris Rℓ Epo Wyntoñ, p exp̃ suis, viijo die Aprilis, viij d. Paulo de Mau defer̃

defeꝛ tras Rℓ sub secreto sigillo dno coñ Arundelt, ꝑ expñ s, eodem die, xvj d. Joh̃i Oldman misso ꝑ Robto Papeiay querend, ꝑ expñ suis, eodm die, xij d. Jacobo de Suthwyk̃ misso in neg̃ dne Rne dno Joh̃i de Lukenore vsq; Wyndesore, ꝑ expñ suis, eodem die, vj d. Joh̃i Grom deferenti tras Rℓ de Wyndesore vsq; Londoñ, ꝑ expñ s, xxixno die April, vj d. Joh̃i Portoo misso in negoc̃ Rℓ de Stretford vsq; Chertes̃, ꝑ expñ suis, xij d. Joh̃i Oldman misso in neg̃ Regis de Mortelak̃ vsq; Thistelworth̃ ꝛ Actoñ, ꝑ expñ s, ꝛcio die Maij, xij d. Joh̃i Portoo misso in negoc̃ Rℓ de Londoñ vsq; Saꝛ, ꝑ expñ suis, pmo die Julij, vj s. vj d. Joh̃i Malman misso in negoc̃ Rℓ secret̃ de Wyndes̃ vsq; Londoñ, ꝑ expñ suis, eodem die, vj s. Joh̃i Curroo misso in neg̃ Rℓ de Saꝛ vsq; Londoñ, ꝑ expñ suis, xiijo die Jul̃, viij d. Joh̃i Portꝛ misso de Londoñ vsq; Saꝛ in negoc̃ Rℓ, ꝑ expñ suis, xxiiijto die Julij, vj d. Rado Arblast̃ defeꝛ tras custod de Londoñ vsq; Saꝛ ꝑ neg̃ Rℓ, ꝑ expñ s, xxvto die Julij, ij s. Ricõ de Actoñ misso dne Rne matri vsq; Htford cũ venac̃, ꝑ expeñ s, iiijto die Aug̃, iij s. iiij d. Ricõ Walshman misso in negoc̃ Rℓ ꝟsus Glouc̃, ꝑ expñ suis, qinto die Aug̃, ij s. Ricõ de Waltoñ misso in neg̃ Ris vsq; Londoñ, ꝑ expñ suis, vjto die Aug̃, iij s. vj d. Wilto de Huntyngdoñ misso in neg̃ Rℓ de Glouc̃ vsq; Norh̃t, ꝑ expñ suis, xxjo die Aug̃, vj s. viij d. Joh̃i de Hampsted miss̃ in neg̃ Ris vsq; Wynd, ꝑ expñ suis, xxvjto die Aug̃, xij d. Thome Kelby misso cũ vic̃ Norffℓ vsq; trim̃ Londoñ, ꝑ expñ suis, eodem die, vj s. viij d. Joh̃i de Staff misso in negoc̃ Rℓ vsq; Thurrok, ꝑ expñ suis, iiijto die Septembr̃, ij s. viij d. Nicasio de Faucoñ misso in negoc̃ Rℓ secreꝛ, ꝑ conss expñ suis, eodem die, x s. Jacobo Dautre miss̃ ꝑ dno Leonello queꝛ, ꝑ expñ s, eod die, vj s. viij d. Henꝛ Messag̃ miss in neg̃ Rℓ contaroꝛ, ꝑ expñ s, eodm die, xij d. Wilto Ailsy misso in negoc̃ Rℓ, ꝑ expñ suis, eodem die, vj d. Thom̃ Kelby misso Joh̃i de Staunford, ꝑ expñ suis, eodem die, x s. Joh̃i Brakland misso ꝟsus Londoñ cũ talł de scacio p̃ deñ assignat̃, ꝑ expens̃ hospic̃ Rℓ, xxiiijto die Septembr̃, vj s. viij d. Joh̃i Curroo misso in neg̃ Rℓ de Norh̃t vsq; Londoñ, ꝑ expñ suis, xxvto die Octobr̃, ij s. Paulo de Aquar misso de Norh̃t vsq; Wodestok̃ ꝑ solucõe ibm ꝓclamand, ꝑ expñ suis, pmo die Nouembr̃, vi s. viij d. Wilto de Allerthorp̃ misso cũ nouo vino dne Isabelle Rne, ꝑ expñ suis, sc̃do die Nou̇, ij s. Henꝛ Curroo misso dne Rne Phe. noctanꝛ cũ tris Ris vsq; Wodestok̃, ꝑ expñ suis, eodem die, iij s. iiij d. Eidem misso cũ tris Rℓ Señ ꝛ Thes̃, ꝑ expñ suis, eod die, ij s. Joh̃i Oldman misso cũ tris Rℓ Reginaldo de Ferrers, ꝑ. expñ suis, eodm die, xij. d. Joh̃i de Wyndesore misso cũ tris Ris de Mortelak̃ vsq; Norh̃t ꝑ pisonibꝫ ibm querend, ꝑ expñ suis, eodem die, iij s. iiij d. Thome Kelby misso cũ tris Ris dno Duci Britañ, ꝑ expñ suis, eodm die, iij s. iiij d. Joh̃i Curroꝛ misso de Mortelak vsq; Rutherhuth̃ ꝑ Señ queꝛ, ꝑ expñ s, iiijto die Nou̇, xij d. Wilto de Nortoñ misso cũ tris Rℓ secꝛ de Mortelak̃ vsq; Wodestok̃, ꝑ expñ suis, eod die, iij, s., iij d. Wilto de Bernes misso cũ tris Rℓ vsq; Insulam Vect̃ ꝑ Wilto Dale queꝛ, ꝑ expñ suis, eodem die, iij s. iiij d. Henꝛ de Alman ꝛ Waltõ Whithors miss̃ in neg̃ Rℓ secꝛ vsq; Wodestok̃, ꝑ expens̃ suis, iiijto die Nou̇, xiij s., iiij s. iiij d. Thome le Ferroo misso in neg̃ Rℓ secꝛ de Mortelak̃ vsq; Wodestok̃, ꝑ expñ suis, eodem die, iij s. iiij d. Rico de Pipplingtoñ misso vsq; Kerdif in Walt ꝑ deñ Rℓ ibm queꝛ, qinto die Decembr̃, ꝑ expñ suis, xij s. Walto Cardinal defeꝛ tras Rℓ sub secret̃ sigillo dnis Epo Wynton ꝛ com̃ Arundelt, ꝑ expñ suis, vltio die Dec̃, vij s. Stephio Cook defeꝛ tras Rℓ Archiepo Cantuaꝛ, ꝑ expñ suis, eodem die, v s. Henꝛ Curroo misso cũ tris Rℓ dne Re Isabelle, ꝑ expñ suis, iijto die Januaꝛ, iij s. iiij d. Andꝛ de Carsbrok̃ nunc̃ misso Londoñ cũ tris Rℓ consit ibm, ꝑ expñ suis, eodm die, vj s. viij d. Willo de Mokkyngℓ miss̃ cũ tris Rℓ dno custod, ꝑ expñ s, eod die, xij d. Joh̃i Pdham̃ miss̃ cũ tris Rℓ dno de Somuyll Hastoñ ꝛ ꝑ papeiay quer, ꝑ expñ s, eod die, iiij s. iiij d. Hugoni de Steuyntoñ falcoñ miss ocũ tris Ris Priori Sc̃i Edi Abbis, ꝑ expens̃ suis, eodem die, iij s. iiij d. Joh̃i Oldman misso in neg̃ Rℓ ꝑ diuꝫ vices, ꝑ expñ suis, iiito die Januaꝛ, ij s. Joh̃i Port defeꝛ tras Rℓ sub signo dnis Archiepo Cantuaꝛ Epo Wyntoñ ꝛ Joh̃i de Bello Campo, ꝑ expñ suis, xvo die Febr̃, iij s. iiij d. Robto Tailfer defeꝛ tras Rℓ com̃ Warꝛ, ꝑ expñ suis, xvijo die Febr̃, v s. Joh̃i Curroo defeꝛ tras Rℓ com̃ Huntyngdoñ, ꝑ expñ s, eodem die, ij s. Edm̃o de Londoñ defeꝛ tras Rℓ com̃ Arundelt, ꝑ expñ s, eod die, iij s. Nicho Cony defeꝛ tras dno custodi, ꝑ expñ suis, xxmo die Febr̃, ij s. vj d. Joh̃i de Parys nunc̃ defeꝛ tras dni custod vsq; Elthm ꝑ negoc̃ Ris, ꝑ expñ suis, xiijmo die Januꝛ, xij d.

Sm̃ nunc̃ ix li. xix s. vj. d. ꝑ.

— V. —

(Sir *F. Palgrave*, 5.) A. D. 1376.

Pticle compi Ricardi de Beulee nup custodis garderobe hospicij Regℓ ℓ ꝛcij, aui Regℓ huiꝰ, de rec̃ liꝺacõilz ꝛ expens̃ in eadem garderoba fc̃is a xxvto die Nouembr̃ anno dc̃i aui lo finiente, quo die dc̃m officiũ cõmissũ fuit eidem Ricõ ꝑ ip̃m auũ oretenus vsq; xxj.m diem Juñ ꝓx̃ seqñ, quo die idem auus obiit et ab eodem xxjo die Juñ vsq; xxvjtum diem Jul̃ ꝓx̃ seqñ. 50 Ed. 3; 1 R. 2.

Nuncij.

Willo vallto Blacomore misso de Shene vsq; Hamptoñ in negoc̃ Regis ꝑ ꝓceptũ Duc̃ Lancastr̃, ꝑ expñis suis ꝛ eq̃ conduct̃, xv die Januaꝛ, xiijs. iiijd. Simoni de Burgh̃ ꝛ Willo Blacomore misso de Shene vsq; Doue in negoc̃ Regis, ꝑ expñis suis cũ eq̃ conduct̃, xxj die Juñ, lxs.

—VI. —

(Sir *F. Palgrave*, 6.) A. D. 1402–3.

4-5 Hen. 4. Pticłe comp̃i Thome More dic̃i custodis Garderobe hospicii dñi Regis Heñr, quarti post Conqm̃ Angł, de re^tis libacõibz custubz ł expeñ in eadem Garderoba fact̃, ab ultimo die Septembr, anno iiij^to incipiente eodem die, vsq; vltimũ diem Septembr, ꝑx seqũ ꝑ vnũ annũ integrum ꝑ visum v̄ testiom̃ Thome Brounflete cl̃r controtulatoris hospicii ꝑdc̃i ꝑ idem tempus.

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Nuncii.

Wiłłmo Carleton messager misso de Redyng vsq; Londoñ vna vice ł alt̃a vice vsq; Sarz cum diũsis lr̃is sub secreto sigillo Regis direct̃ Theš Anglie ł aliis, pro expensis suis, xiij š. iiij d. ł consimilit^o miss̃ de Wygorn vsq; diũsos comitatus infra Angł cum diũsis lr̃is Regis sub priuato sigillo suo direct̃ diũsis Epis Abbatibz Prioribz decanis ł aliis eccłie psonis ꝑ conuocacoẽ tenend apud scm̃ Paulũ London, ꝑ expenš suis, [xiij š. iij d.] eundo ł redeundo, in toto, xxvj š. viij d. Ric̃o Reynald Robt̃o Raufeson ł Rad̃o Thomas garcionibz diũsoz officioz hospic̃ miss̃ ꝑ vices de hospicio dñi Regis vsq; Londoñ cum c̃tis lr̃is Regis sub secreto sigillo suo direct̃ Cancellar̃ Theš Angł ac aliis de consilio Regis, London int^oessentibz, cuiłt capient̃, ꝑ expenš suis eundo ł redeundo, vjš. viij d. in toto xxš. Wiłłe May vni valettoz cam̃e Regis miss̃ vna vice de Elth^am cum lr̃is Regis vsq; Marc̃h Scocie, ꝑ expñ suis, vj š. viij d. ac alias miss̃ de castro Pountefract̃ cum diũsis lr̃is ł bri'bz Regis ad ꝑtes Kanc̃, ꝑ expñ suis, xiij š. iiij d. et consimilit̃ it̃um miss̃ cum sepalibz lr̃is patentibz dñi Regis de Hereford v̄sus Epm̃ Exoñ Petrum Courtenay militem maiõr ł vicec̃ Bristoll, capient ꝑ expñ ł, x š. in toto xxx š. Thome Delahowe Nuncio de cam̃a Regis miss̃ de Wyndesore ꝑ vices cum diũsis lr̃is dñi Regis ad Comitem Som̃s apud Caleš, ꝑ expensis suis, xliij š. iiij d. et it̃um miss̃ cum consimilibz lr̃is ł bri'bz Regis de ibm̃ v̄sus ꝑtes Cornub̃ ł Deuoñ, capient̃ ꝑ expensis suis, xxvj š. viij d. in toto lxx š. Guidoni messager ł Nic̃o Darnon miss̃ ꝑ vices de hospicio dñi Regis cum c̃tis lr̃is ł bri'bz Regis direct̃ vicecoitibz Rutilan dEssex Nortolk ł Suff, vtriz eoz capienti, ꝑ expensis suis, xiij š. iiij d. in toto xxvj š. viij d. Wiłłmo Rukke garc̃oi aule hospicii Regis miss̃ de Stafford cum diũsis lr̃is de priuato sigillo Regis direct̃ diũsis vicec̃oitibz infra regnũ Anglie, capient̃ ꝑ expensis suis eundo ł redeundo ad dcm̃ hospiciũ, xx š. - -

Allor ꝑ sacrm̃ ip̃ius custodis v̄ testiom̃ contro^atul Regis pdc̃i ꝑut in a^is p̄ceđ allocari consueuit.

— VII. —

(Miscellaneous, 1.)

TUKE TO CRUMWELL; 17 August 1533.

[State Papers, published under the authority of the Royal Commission, Vol. I. p. 405.]

Right Worshipful Sir,

In my best manner I recommende me unto you. By your letters of the 12th of this moneth, I perceyve that there is grete defaulte in conveyance of letters, and of special men ordeyned to be sent in post; and that the Kinges pleasure is, that postes be better appointed, and laide in al places most expedient; with commaundement to al townshippes in al places, on payn of lyfe, to be in suche redynes, and to make suche provision of horses, at al tymes, as no tract or losse of tyme be had in that behalf.

Sir, it may like you to understonde, the Kinges grace hathe no moo ordinary postes, ne of many days hathe had, but bitwene London and Calais; and they in no wages, save the post of London in 12 *d.* and Calais 4 *d.* by day; but riding by the journey wherof, most part, passe not 2 in a moneth; and sens October last, the postes northewarde, every one at 12 *d.* by day. Thise in wages be bounde but to on horse; which is inough for that wages, albeit som of them have moo. I never used other ordre, but to charge the townshippes to lay and appoint suche a post, as they wol answer for. And Butler, the Kinges messenger, for thise northewarde, was sent, when I laide them, to see them sufficient; and surely the postes northeward, in tyme, past have been the most diligent of al other. Wherfore, supposing by my conjecture that the default is there, I incontinently sent, thorough them, a writing, sharpe inough, shewing their defaultes, the Kinges high displeasure, and the daungier. I also wrote to all the townships that way, semblaby towching obeying of placardes and other writinges, sent for provision of post horses. Nowe, Sir, if the default be elleswhere, where postes lye, I, upon knowledge had from you, wol put to it the best remedy I can; but if in any other wayes like ordre shal be taken, I pray you advertise me. For, Sir, ye knowe well, that except the hakney horses bitwene Gravesende and Dovour, there is no suche usual conveyance in post for men in this realme as is in the accustumed places of France and other parties; ne men can kepe horses in redynes withoute som way to bere

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the charges: but when placardes be sent for suche cause, the constables many tymes be fayn to take horses oute of plowes and cartes, wherein can be no extreme diligence. This I write, lest the tract shulde be imputed there it is not. But, Sir, not taking upon me to excuse the postes, I wol advertise you that I have knowen in tymes past folkes whiche, for their own thanke, have dated their letters a day or 2 more bifore they wer writen, and the conveyers have had the blame. As to postes bitwene London and the Courte, there be nowe but 2; wherof the on is a good robust felowe, and was wont to be diligent, evil intreated many tymes, he and other postes, by the herbigeours, for lak of horse rome, or horsmete, withoute whiche diligence can not be. The other hathe ben the most payneful felowe, in nygt and day, that I have knowen amongst the messengers. If he nowe slak, he shalbe changed, as reason is. He sueth to the Kinges Grace for some smal living for his olde service, having never had ordinary wages, til nowe, a moneth or litle more, this postes wages. It may please you to advertise me, in whiche of them 2 ye fynde default, and he shal be changed. I wrote unto my Lorde of Northumberlande, to write on the bak of his pacquettes the houre and day of the depeche, and so I did to other; but it is seldome observed. I wol also desire you to remember that many tymes happen 2 depeches in a day, on way, and somtyme moo; and that often seasons happen countre postes, that is, to ride both northewarde and southewarde; this is much for on horse, or on man. My Lorde of Northumberlande hathe sent a post, my Lord Dacre an other in the neck of hym; they of Berwick a 3de, and somtyme Sir George Lawson aparte, an other; and, in the same tyme, depeches from hence northewarde. Nowe I have advertised you of the premysses, it may please you I may knowe the Kinges further pleasure; and I shal, according to my bounden duetye, diligently obeye the same, by Goddes grace, who preserve you. At my poore house, the 17th day of August, 1533.

Al at your commaundement,

(signed) *Brian Tuke.*

Sir; I have also received other your letters, of the 12th and 13th, the on concernyng ordre for letters of the Frenche Ambassadour, northewarde, whiche shal be perfourmed; and the other for 300 *l.*, for W. Gonson, whiche shalbe paid. Sir, it is shewed me the Kinges grace reckneth I receyved 4,000 *l.* in thExchequier the last Terme. Sir, it was but 2,000 *l.*, whereof Gonson had 900 *l.*, and the rest, with moche more, was assigned by warrantes, or ever it was received; and I have paid sens litle lak of 5,000 *l.*

Superscribed
To the Right Worshipful Mr. Thomas Cromwell, Squier,
Counsaillour to the Kinges Hignes, and
Master of his Joyels.

— VIII. —

(Sir *F. Palgrave*, 7.) A. D. 1545.

SEPTODECIMO PARS PATEN' DE ANNO RR HENRICI OCTAVI TRICESIMO SEPTIMO.—m. 10.

D con' p Will'o Pagett & Joh'e Mason ad vitam. REX Omnibus ad quos &c Salt'm. Sciatis qd nos, de gr'a n're sp'iali ac ex c'ta sciencia & mero motu n'ris, necnon in consideraco'e boni veri & fidelis s'vicij quod dilc'i conciliar' n'r Will'o Pagett Miles, alter primarioz n'roz Secretarioz, et Joh'es Mason Armig', Secretarius n'r p lingua gallicana *, in dies impendunt & durante vita sua impendere intendunt, Dedim's & Concessim's ac p p'sentes Dam's & Concedim's eisdem Will'o & Joh'i, seu eoz alt'i diucius viventi, Officin' Magistri Nunciozg Cursoz sive postaz tam infra Regnu n'm Angl' q'm in quibuscumq; alijs partibz t'ansmarinis in n'ro Dominio existentibz, Necnon Vad & Feod sexaginta sex Libraz tresdecim solidoz & quatuor Denarioz p execucione & occupac' officij p'dic'i, h'end Occupand & Gaudend officin' p'dict p'fatis Will'o & Joh'i, seu eoz alteri diucius vivent', p se vel p sufficientem deputatum suu' sive deputatos suos sufficientes, durante vita eoz & eoz alt'ius diucius vivent', ac h'end & p'cipiend dict' sexaginta sex Libras tresdecim Solidos & quatuor Denarios a'nuos a Festo Sc'i Mich'is Arch'i ultimo p'ter'ito, durante vita eoz sive eoz alt'ius diucius vivent', de Thezaurar' n'ro ad Recept' Sc'acij n'ri p manus Thes' Camerar' n'roz ejusdem p tempore existen', ad quatuor anni t'minos usuales videl't ad Festum Natalis D'ni, Festum Annunc' B'e Marie Virginis, Festum Divi Joh'is Bapt', & Festum Divi Mich'is Arch'i p equales porc'oes, unacum omibz alijs p'ficuis com'oditatibz & advauntag' dict' officio p'tinen' sive spectan' in tam amplis & largis modo & forma put Brianus Tuke Miles, sive aliqua alia p'sona aut alique alie p'sone, dict' officin' ante hac occupantes h'uit & p'cepit h'uerunt vel p'ceperunt in & p exercicio ejusdem Eo qd expressa mencio &c In cujus rei &c T. R. apud Westm' xij die Novembr' Anno Regni n'ri Tricesimo septimo.//

p ip'm Regem.

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* *Note by the Editor.*—Concerning the offices of King's Secretary, and of King's Secretary for the French tongue, see the preface, by Sir Harris Nicolas, to the 6th volume of Proceedings and Ordinances of the Privy Council of England, from p. xcvii. to p. cxl.

— IX. —

(Miscellaneous, 2.)

FROM a Collection of PROCLAMATIONS in the Library of the Society of Antiquaries, London.

About 1555 (no date), Phil. & Mary.

ORDONNANCES devised by the King and Queen's Maties for th' ordre of the Postes and Hacquenymen betweene London and Dover. (Col. 159.) An attested copy from the original, signed by the King and Queen. This relates principally to the supply of horses for the service of the posts in conveying pacquets to Dover.

— X. —

(Mr. *Reeve*, 1.)

At Eltham, the 29th day of July 1556.

THIS daye it was ordered by my lȝ of the Counsaill that the Poste betweene this and the Northe should eche of them keepe a booke, and make entrye of every lrē that he shall receive, the tyme of the deliverie thereof unto his hands, wth the p̄tes names that shall bring it unto him, whose handes he shall also take to his booke, witnessing the same note to be trewe, which Ordre was also cōmaunded to be given here at the Courte, and the Wardeyns of the Marches towardes Scotland were required to do the like.

— XI. —

(Sir *F. Palgrave*, 8.) A. D. 1567.

UNDECIMA PARS PATEN' DE ANNO R Rm̄ Y ELIZABETH NONO.—m. 8. [28.]

Đ Con' Offic' Magr̄i Nuncioȝ ꝑ Thoma Randolphe.

REGINA om̄ibȝ ad quos ꝛc Salt̄m. Sciatis qđ nos, de gr̄a nr̄a sp̄iali ac ex certa sciencia et mero motu nr̄is, necnon in consid'acc̄oe boni veri ꝛ fidelis s̄vic quod dilcus nob Thomas Randolphe Gen̄osus nob impendit et duran' vita sua impendere intendit, Dedim⁹ et Concessim⁹ ac ꝑ p̄sentes ꝑ nob heređ et successoribȝ nr̄is Dam⁹ et Concedim⁹ eidem Thome Officin' Magr̄i Nuncioȝ et Cursoȝ, com̄unit̄ vocat' Postaȝ nostroȝ, tam infra Regnū nr̄m Angl qm̄ in quibuscumq; alijs p̄tibȝ transmarinis in nr̄o Dn̄io existen', Necnon Vad et Feođ sexagint' sex libraȝ tresdecim solidoȝ et quatuor denarioȝ ꝑ exercic̄o et occupac̄oe Officij p̄dči, hend occupand et gaudend officin' p̄dčm p̄fato Thome Randolphe, ꝑ se vel ꝑ sufficient' Deputat' suu' sive Deputat' suros sufficien', duran' vita sua, a festo Sči Michis Archi ultimo p̄t̄ito, Ac heñđ et ꝓcipiend dčas sexagint' sex libras tresdecim solid ꝛ quatuor denarios a dicto festo Sči Michis Archi ultimo p̄t̄ito, duran' vita sua, de Thesauro nr̄o heređ et success' nr̄oȝ ad Recept' Scčij nr̄i heređ ꝛ success' nr̄oȝ ꝑ manus Thesaurar' et Cam̄ioȝ ibm ꝑ tempore existen' ad quatuor anni t̄minos usuales, videl̄t ad fest' Natalis Dn̄i, Anūnciac̄ois Bt̄e Marie Virginis, Divi Johis Bapte, et Divi Michis Archi ꝑ equales portiones, unacum om̄ibȝ alijs ꝓficuis com̄oditatibȝ et advauntagijs dicto officio ꝓtinen' sive spectan', in tam amplis modo ꝛ forma ꝓut Johes Masone Miles aut aliquis alis dict' Officin' ante hac occupans hūit ꝛ ꝓcepit in ꝛ ꝑ exercic̄o ejusdem Eo qđ exp̄essa mencio ꝛc In cujus rei ꝛc T. R. apud Westm' quarto die Maij./.

ꝑ Br̄e de Privato Sigillo.

— XII. —

(Sir *F. Palgrave*, 9.) A. D. 1572.

AMONGST the Records of the Court of Exchequer (Pipe Office), in the Public Record Office, in the Custody of the Right Honourable the Master of the Rolls, pursuant to the Statute 1 & 2 Vict. c. 94, to Wit.

The Office of the Maister of the Postes.

THE Accompte of Thomas Randolphe esquier, Maister of the Postes, there-unto appoynted by the l̄res patentes of or most gratiouse sovereigne Lady the Quenes Maie that nowe is, bering date at Westm̄r the iiij^th daie of Marche in the ix^th yere of hir Mats Reigne. The tenor whereof hereafter followeth. Eliz. dei gr̄a Anglie, Fraūncie, et Hib̄nie regina, fidei defens̄ ꝛc. Omnibus ad quos p⁹sentes L̄re pvenerint salt̄m. Sciatis qđ nos, de gr̄a nr̄a sp̄ali ac ex cert̄ scientia et mero motu nr̄is, Necnon in consideraco̅ne boni veri et fidelis servic̄ qđ dilcus noster Thomas Randolphe generos̄, ꝛc.

* * * * * * * * * *

That is to saye, aswell of all and singler such some and somes of money of hir Mats Treasure, as he by hymselfe or his deputie hathe receyved and had of Sr Fraunce Knolles Knight, late Treasorer of Chamber, and Thomas Henneage esquier, nowe Treasorer of the same, to hym imprested by virtue of divers of hir Mats Warraunts to the saide Treasorers in that behalf directed, As also of the yssuyng and defrayment owte of the same, aswell for the wages of the ordinarie postes laide betwene London and Barwicke and elles where within hir Mats Realme of Englande, As also for the wages of divers extra ordenarie postes laide in divers places of the Realme in the tyme of hir Mats severall progresses, and also to divers postes for cariage of packets of l̄res frome Sittingborne, Dertforde, Rochester, Cantorbury, and Dover for hir Mats service and affayres, as occasion frome tyme to tyme did requier, and

for

for other extra ordenry payments incident to the said office. Of all wch premisses the saide Thomas Randolphe dothe yelde and make this his pñte Accompte frome the firste daye of Octobre in the eight yere of or most graciouse sovereigne Lady Elizabeth, by the grace of God Quene of Englande, Fraunce and Irelande, defendor of the faithe, &c. untill the last daye of Septembre in the xiijth yere of hir Mats Reigne, both daies included, that is to saye by the space of five whole yeres, wch accompte was declared before the right Honorable the Lorde of Burghley, Lorde Highe Treasorer of Englande, and Sr Walter Mildmay Knighte Chauncellor of the Courte of Thexhequer, the xvijth daie of Decembre in the xvth yere of the Reigne of or saide sovereigne Lady the Quene as hereafter followeth:

That is to saye,

The saide Accomptante is charged with,

Arrerages.

Ready money by him hadde and receyved of.

(The sums of money, with the total thereof, and the names of the officers of whom they were received, are here set forth).

The saide Accomptante is allowed for.

Money by hym yssued and paide, aswell for the wages of the ordenary Postes, dayly serving hir Matie, as for divs extra ordenarie paymentes to sundrie postes serving in hir Mats progresses and otherwise for hir Highnes Affayres, videlt.

"Wages and enterteigment of the ordenarie Postes, layde betwene London and Barwicke and elles where for hir Maties service, viz. to

"Extraordenarie paymentes, made to divers postes for cariage of lres for hir Maties affayres, and for service in the tyme of hir grace pgresses."

First the said Accomptante is allowed for money by hym paide within the tyme of this Accompte for the wages and enterteignement of the ordenarie Postes, aswell at the Courte, and betwene London and Barwicke, as betwene Barwicke and Carlisley and other places within the Realme, for conveyaunce of hir Highnes lres and hir Councelles, and for other hir Mats service, at sundrie rates by the daie, as thimportaunce of theire service requireth, and as hathe in the precedent Accomptes bene allowed.

That is to saye.

Post of the Courte, for his ordenarie wages of ij *s.* p diem, serving hir Matie the space of five whole yeres, conteyning m. viij. xxvj. daies, begyning the first daie of Octobre, Anno viij. đne nře Regine nunc Elizabeth, and ending the last daie of September, Anno xij. ejusđm đne Regine, bothe daies included, amounting to the some of c. iiij. ij. li. xij. s.

Poste of London, for his ordenarie wages of iij *s.* p diem, for p diem, for iiij. iiij. viij. daies, begyning the first of Octobre, Anno viijvo predco and ending the last of January, anno xmo, &c.

| | |
|---|---|
| Poste of Waltham. | Poste of Wetherby. |
| Poste of Ware. | Poste of Borobrigge. |
| Poste of Royston. | Poste of Northalderton. |
| Poste of Caxton. | Poste of Derneton. |
| Poste of Huntington. | Poste of Durham. |
| Poste of Stilton. | Poste of Newecastle. |
| Poste of Stampforde. | Poste of Morpethe. |
| Poste of Sowthwitham. | Poste of Hexham. |
| Poste of Grauntham. | Poste of Hawtewesell. |
| Poste of Newarke. | Poste of Carlisley. |
| Poste of Tookesforde. | Poste of Alnewicke. |
| Poste of Scrowby. | Poste of Belforde. |
| Poste of Dangcaster. | Poste of Barwicke. |
| Poste of Ferebrigge. | |

Amounting in all, &c.

Extraordenarie paymentes made to divers postes for cariage of lres hir Maties affayres, and for service in the tyme of hir grace pgresses.

Also allowed to the saide Accomptante, for money by hym likewise paid to Robt Gascoigne, poste of the Courte, for his wages of ij *s.* p diem, over and besides his ordenarie wages aforesaide, by vertue of the Councelles Warraunte, Dormaunte, dated at Richemonde, vto die Augustii 1565, when and as often as the Q. Matie shall contynue hir Progresse, or be at any of Hir Highnes Houses of accesse, excepte Westmr, St. James, or any House in London, &c.

Postes of Hounslowe, Bagshot, Sittingbourne, Darteforde, Rochester, Gravesende, Cantorburye, Dover, Baldocke, Welwynne, Barnette.

— XIII. —

(Sir *F. Palgrave*, 10.) A. D. 1590.

OCTAVA PARS PATEN' DE ANNO RR. ELIZABETH TRICESIMO SECUNDO.—m 40.

De coñ ad vitam p Joñe Stanhoppe Ar. } REGINA oñibz ad quos &r Salt̃m. Sciatis qd nos, de gr̃a nr̃a spi̇ali ac ex ct̃a sciencia & mero motu nr̃is, necnon in consideraco̅e boni v̂i & fidelis ꝟvicij qd dilcūs ꝟviens nost Joñes Stanhopp Armig̃ nob impendit & durañ vita sua impendere intendit, Dedim⁹ & Concessim⁹ ac p p̂sentes p nob heredibz & successoribz nr̃is Dam⁹ & Concedim⁹ eidem Joñi Officiū Magri Nuncioz & Cursoz, comuni? vocat̃ Postaz nostr̃, tam infra Regnū nr̃m Anglie qm̃ in quibuscunq; alijs partibz transmar̃ in nr̃o Dñio existeñ, Necnon Vad & Feod sexaginț sex libraz tresdecim solid quatuor denar̃ p exc̃icio & occupac̃o̅e Officij p̂dict, ħend occupand & gaudend Officiū p̂dict̃ p̂fat Joñi Stanhopp, p se vel p sufficieñ deputat̃ suū sive Deputat̃ suos sufficieñ, durañ vita sua, a festo Annunciac̃ Bẽ Marie Virginis ultim̃ ante dat̃ p̂senciu p̂fito, Ac ħend & p̂cipiend dict̃ sexaginț sex libras tresdecim solid & quatuor denar a dc̃o festo Annunciac̃oꝭ Bẽ Marie Virginis ultimo p̂fit, durañ vita sua, de Thesauro nr̃o hered & successoz nr̃oz ad recept̃ Sc̃ij nr̃i hered & successoz nr̃oz p manus Thesaurar & Cam̃ar̃ nostr̃ ibidem p tempore existeñ ad quatuor anni t̂minos usuat, videlt ad fest sc̃i Joñis Bapt̃ẽ, Mich̃is Arch̃i, Natalis Dñi, & Annunciac̃oꝭ Bẽ Marie Virginis p equat porc̃oes, unacum oñibz at̃ pr fic̃ Coñoditat̃ & Advantag̃ dict̃ Officio ptineñ sive spectañ, in tam amplis modo & forma put Joñes Mason Miles Thomas Randolph nup defunct sive aliquis alius dc̃m Officiū antehac occupans ħuit & pcepit in & p exercicio ejusdem Eo qd exp̂ssa mencio &r In cujus rei &r T. R. apud Westm̃ xx die Junij.

p Br̃e de Privat̃ Sigill.

— XIV. —

(Mr. *Reeve*, 2.) A. D. 1591.

BY THE QUEENE.

A PROCLAMATION for Redresse of Disorders in Postes which convey and bring, to and out of the Parts beyond the Seas, Packets of Letters.

WHEREAS heretofore sundry wayes have bene devised to redresse the disorders among the postes of our realme in generall, and particularly to prevent the inconveniences, both to our owne service and the lawfull trade of the honest merchantes, by prohibiting that no persons whatsoever should take upon them, publiquely or privately, to procure, gather up, receive, bring in, or carry out, any packets or letters to or from the countreys beyond the seas, except such our ordinarie postes and messengers for those parties as, eyther by our Master of the Postes, or the Masters of the Postes Generall of those countreys reciproquely, should be found nominated by that kind of service, or otherwise be able to shewe sufficient warrant for their voyages and dispatches under the hands of our principall secretaries, any ambassadors, or others sufficiently authorized: which notwithstanding, divers disavowed persons have used to intrude themselves, contrary to all good order: In consideration of which inconveniences past, we doe hereby straightly prohibit and forbid all persons whatsoever, directly or indirectly, to gather up, receive, bring in, or carie out of this realme, any letters or packets, without the allowance, or ordinarie addresse and dispatch, of the sayde masters and comptrollers of the postes reciproquely, or their deputies, or shall be sufficiently authorized as aforesayde: And therefore our will and pleasure is, that you, the Lord Treasourer of England, and the Lord Warden of the Cinque Portes, together with our trustie and welbeloved servant John Stanhop, Esquire, Master and Comptroller-generall of all our Postes, cause publique knowledge to be given hereof unto all merchants, both strangers and others of our citie of London, and all others whom it may or ought to concerne, that neither they, nor any for them, doe hereafter take upon them, openly or underhand, to employ any such disavowed persons in the carrying of their letters, but to use such onely as shall be found lawfully appoynted for that service. To which effect, also, we do expressly wil and command, by these presents, all maiors, sheriffes, justices of peace, bailiffes, and all special commissioners, and more especially all searchers, customers, and comptrollers of our postes, and all other our officers and ministers wheresoever, in their severall jurisdictions and offices, to make diligent search of all males, bougets, and other cariages of all such disavowed carriers, messengers, or suspected persons, coming in or going out of the realme with packettes or letters; and all such, so discovered, to apprehend and stay, keeping them in safe custodie, until by the viewe of their writings, sent up to our Privie Counsaile, it be seene and advised what shall be further done with them. Signed at our Mannor of Greenwich, the 26 day of Aprill 1591, in the 33 yere of our reigne.

God save the Queene!

— XV. —

(Mr. *Reeve*, 3.)

At the Court at Richmond, 24th February 1598.

A lrẽ to Sir John Stanhope, knight, Mr of her Majesty's Postes. Whereas, upon the last discharge of the postes towardes Ireland, it was thought necessarie by the Ls then in Counsaile to continew the service of Willm Mayo, esq. poste of West Chester onlie, and by private composicõn to allowe him the wages of ijs by the daie, five markes for every journey to the Courte wth lrẽs from Ireland, and ten groates for every daies attendance after the first two daies staye for answere, payable by the Treasurer of Her Majesty's Chamber, by warrant from their Lls, so longe as it should be founde convenient for Her Highness service; which fee by daie, together wth the other allowances, was afterwardes, by Her Maties graunte, continued unto Peter Proby, as poste of West Chester, only during Her pleasure: Now, forasmuche as the affaires of that kingdom are grown to that importance as necessarilie require oftner dispatches and more expedicõn then by the former composicõn can be perfourmed wthout hinderance and hazarde to Her Highnes service and disturbance of Her good subiects; Her pleasure is, that the former allowances being from henceforth suspended, you take order forthwith for the speedie appointinge and layinge of the standinge and ordinarie postes againe, as was betweene the Courte and Hollyheade, as by the waie of Bristoll towards Ireland, at suche places and distant stages as are needfull and have been accustomed for the furtherance of Her Highnes speãll service and the ease of the , accordinge to a note or schedule of stages hereinclosed, and at such severall rates of wages, by the daie, as are specified in the said schedule subscribed by the L. Buckhurst and Sir John Fortescu, and the same to continue duringe Her Majesty's pleasure. And so requiring you to take speedie order herein, Wee bidd you, &c.

Postes towardes Ireland, by waie of Hollyheade.

| *Stages.* | *p' diem.* |
|---|---|
| The Courte | ijs |
| London | xxd |
| Barnett | xxd |
| St. Albons | xxd |
| Brickhill | xxd |
| Tocester | xxd |
| Dayntree | xxd |
| Coventrie | xxd |
| Colsell | xxd |
| Litchfielde | xxd |
| Stone | xxd |
| Nantwiche | xxd |
| West Chester | ijs iiiid |
| Rudland | xxd |
| Conwaye | xxd |
| Beaumois | xxd |
| Hollyheade, allowance as well for serving the packett by lande as for entertaining a bark to carie over and to returne the packet, at xli the moneth, accompting xxviii daies to the moneth, is yearlie | cxxxli |

Postes towardes Ireland, by Bristoll.

| *Stages.* | *p' diem.* | |
|---|---|---|
| London | xxd | Sum p'annum eclxxiijli xvs |
| Houndslowe | xxd | |
| Maidenheade | xxd | |
| Readinge | xxd | |
| Newberry | xxd | |
| Marleborough | xxd | |
| Chipnam | xxd | |
| Marsfield | xxd | |
| Bristoll | xxd | |

— XVI. —

(Mr. *Reeve*, 4.)

At the Court at Reading, 16th August 1601.

An open lrẽ to all the Postes betweene London and Chester: Whereas there are two exchanges appointed at the citties of Chester and Bristoll, where Sir George Carry, Knt., Treasr at Warre, in the realme of Ireland, hath deputies to attend the srvice, and also an other at London, to have correspondencies with them; by reason whereof they have occasion to send lrẽs in expedicõn, bothe for matters concerninge the exchange and the spediour advertizinge us the state of the same; these shalbe therefore in Her Majies name, to will and command you, all the postes from Chester to London, and from London to Chester, not to faile to see the packette or lrẽs that shalbe delivered unto you, or any of you, by the deputies of the said Sir George Carry, that are at Chester, directed to Thomas Watson, gent., or any other other his servauntes in London, in the absence of the said Watson, or from the said Thomas Watson, unto the deputies of the said treasr, at Chester, to be conveyed from poste to post, and safelie delivered (as they are directed), beinge for Her Majies service, so as they doe put theire handes to the said packette, affirmynge they are for the occasions of her Majesty's service: Whereof see you faile not.

— XVII. —

(Mr. *Lechmere*, 1.)

PROCLAMATION by the Privy Council for dispatch of Pacquets between *London* and *Berwick*; dated at Whitehall, 8 April 1603.

State Paper Office, Book of Proclamations, p. 7.

A PROCLAMATION for the dispatch of Pacquets betweene London and Berwicke, for the service of the King:

To all Maiors, Shiriffes, Justices of Peace, Postmasters, Bailiffes, Constables, Hedboroughs, and all other the King's Majestie's Officers and Subjects whatsoever, to whom it shall or may appertaine, and to every of them.

FORASMUCH as there is present occasion of speedy dispatch of pacquets by poste, for the speciall and important service of our Soveraigne Lord the King's Majestie to and fro betweene London and Berwicke, and for that purpose it is fit and convenient, in this time so full of busines, that the postemasters of every stage be aided and assisted with fresh and able horses, as necessitie shall require, by the magistrates of towns and villages neere adjoyning, for the quicke dispatch of the said pacquets, until his Majestie's businesse bee better setled upon his arrivall into these southerne parts: And whereas also the King's most excellent Majestie doth shortly intend to begin his journey from Berwicke toward his citie of London: We hold it very necessary to give present order that such provision be made of poste-horses and carriages for his Majesty and his traine in all places where he shall passe. We have therefore made choise of Thomas Mylles, esquire, paymaster of all the postes, and Rowland White, gent., postmaster of his Majestie's court, to see the services abovesaid well performed; willing and requiring, and in his Majestie's name charging and commanding all sheriffes, deputie-lieutenants, justices of peace, mayors, bayliffes, and all other his Majestie's officers and loving subjects, to take such special order and care in aiding and assisting al constables and postmasters, and other under officers where the occasion of service shall require it, that such number of horses may be provided from time to time, and from place to place, during his Majestie's journey, as well for the pacquets as otherwise, as Master Thomas Mylles and Rowland White shall give direction for, and that those numbers of horses you send in, be able and sufficient horses, and well furnished with saddles, bridles, girts, and stirropes, with good guides to looke to them, who, for their said horses, shall demaund and receive of such as shall ride on them, the prices accustomed. And further you are to see the said gentlemen and their servants, that now are imployed, and travell about this service, furnished, in doing thereof from place to place, of good and able postemasters, at reasonable prices. Whereof faile yee not, as ye tender his Majestie's pleasure, and will answere to the contrary at your uttermost perill.

From the King's Majestie's Pallace of Whitehall, the Eight of Aprill, Anno Dom. 1603.

| | | |
|---|---|---|
| Jo. Cant. | Ga. Kildare. | Fr. Norrys. |
| Notingham. | Anth. Cirencester. | Ro. Cecil. |
| Pembrok. | Ro. Rich. | E. Oxenford. |
| Jo. Norwycen. | T. Darcy. | Ro. Sussex. |
| Tho. Lawarre. | Jo. Popham. | Ro. Hereford. |
| Hen. Windsor. | T. Buckhurst. | R. Morley. |
| Ed. Wotton. | E. Worcester. | Will. Sandys. |
| Tho. Egerton, c. s. | Ri. Londoñ. | William Knollys. |
| Will. Derby. | Jo. Roffens. | |

— XVIII. —

(Mr. *Lechmere*, 2.)

ORDERS for THOROUGH POSTS and COURIERS, riding Post on the King's Affairs. 1603.

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ORDERS for Thorow-Posts and Carriers riding in Post in our Affaires.

State Paper Office, Book of Proclamations, p. 67.

THE Lords of the Privie Counsell, endevouring heretofore the like furtherance of the service of the State, as well in horsing such as ride on their Prince's affaires, as the speedy dispatch of packets in all places where Posts were erected and ordeined, considering that, for the service of the one, a daily fee is allowed, and, for the other, no certaine wages at all, but the hire of the horses let out, and that often ill paide, whereby they stand not so bound to the one, as to attend the other: And that the townes and countreys besides became many wayes vexed and perplexed, by the over great libertie of riders in poste, specially by such as pretend publike service by speciall commission, contrary to the King's meaning or their lordships' orders: who, minding nothing more then the particular good of his servants and subjects, for the benefite of the one, reliefe of the other, and more regard to the good usage of all owners of horses and the beasts themselves, did thinke it expedient to digest and set downe sundry necessary orders, indifferent for all parties to observe and follow. Which orders, being by us reviewed and considered, are now, according to the necessitie of the times, thought meete to be eftsoones allowed and published. The execution thereof we seriously recommending to the Master and Controller of all our Posts, for the better warranting and directing of Posts,

so farre as this service may concerne them, Wee do hereby straightly charge and command, all and every lieutenants of shires, deputie lieutenants, justices of all assizes and peace, sheriffes, maiors, bailiffes, constables, headboroughs, and all other his officers, ministers, and loving subjects, to be ayding and assisting to the same, with their utmost helpe, authoritie and countenance, where need shall require, as they tender the furtherance of the service of the State, and our displeasure.

1. First it is ordered, That in all places where Posts are layde for the packet, they also, as persons most fit, shall have the benefit and preheminence of letting, furnishing, and appointing of horses to all riding in poste (that is to say) with horne and guide, by commission or otherwise; and to that end shall keepe, and entertaine of their owne, or have in a readinesse under their direction, such and so many able and sufficient post-horses, with convenient furniture, as their owne abilities will beare, or that the contributary provision of the townes and countreys shal enable them unto, or afford. And if it fall out that carriers or thorow-posts, riding in our affaires by speciall commission, come so thicke, or in such numbers, that their ordinary provision will not suffice, then the constables of the places where they dwell, with the assistance of the chiefe magistrates there, and of the countreys adjoyning (being required in our name) shall take up, bring in, and supply the Posts with horses where they may be had or hired.

2. And, like as in the orders for the carrying of the packets, the furtherance of our service and the State is only aymed at, so in this it is intended, that none be holden to ride on publique affaires but with speciall commission, and the same signed either by one of our Principall Secretaries of State, or sixe at the least of our Privy Counsell, or the Master and Comptroller-generall of the Posts, for all journeys outwards, and from the Court onely. And, to the Court, the Lords of the Privie Counsell of Scotland, any lieutenant, deputie, or governours in Ireland, the presidents of counsels, or vice-presidents established in the North, or in the marches of Wales, the governour of Barwicke, any ambassadours, governours o. townes, or agents beyond the seas, the warden of the Cinque Ports, or his lieutenant of Dover, specially sending to the Court, to the body of the Counsel, or Secretaries of State, or any packet so directed that it may appeare the party dispatched therewith rideth in our speciall affaires, (the ambassadors of forreine princes within this our realme, and the ordinary Posts for France and Flanders allowed, and by their badges sufficiently commissionated, excepted), and of all such so riding in publike affaires, it shall be lawfull for the Posts, or the owners of the horses, to demand, for the hire of ech horse, after the rate of twopence halfe-peny the mile, (besides the guides groats). But of all others riding poste with horne and guide, about their private businesses, the hire and prices are left to the parties discretions, to agree and compound within themselves.

3. It shal not be lawful for any person whatsoever riding in post, by commission or otherwise, to take and ride away the horse or horses of any man, post or other, not having first and aforehand fully payd and satisfied for the price and hire unto the owners or the Post for them, nor ride them further than the next immediate stage without changing, without the knowledge and consent of the Post of the stage by whom he rideth in post, nor charge any horse so taken to ride in poste with any male or burden (besides his rider), that exceedeth the weight of thirtie pounds: Neither shall any man, so riding in poste, offer to ride any man's horse above seven miles the houre in summer; viz. from the first of April till the last of September; nor above sixe in winter, which shall bee accounted the rest of the yeere. And if any shall wilfully disobey herein, or in any point hereof, to the manifest hurt or hinderance of the horse or his owner, the officers and magistrates of the place, upon complaint made, shall stay the parties offending, untill they have given present satisfaction, or sufficient securitie to repay the damage.

4. Finally, as it is onely intended that our service in this kind be at all hands furthered, and the Posts to that end, to all their wants and wrongs to right themselves by the helpe and authoritie of the magistrates, townes, and countreys as abovesaide: so, if the service shall seeme unto any Post a burden overgreat for his private state to beare and undertake, and the towne and countreys (notwithstanding the ease and quiet they reape thereby) no way willing to countenance, encourage, or enable him thereto; or otherwise, in regard of yeeres or indisposition, shall not see reason to underlie the charge and trouble of the service, as being a hinderance to his speciall duetie in the service of the packet; the Post in such case attending his peculiar charge, the constables and magistrates of the places shall take order, from time to time, that horses be provided for all riding in Post by commission, or specially sent in our affaires as beforesaid, in such sort as they were subject to doe before there were any Posts there, and as in places where are yet no standing Postes at all, unto whom also our pleasure is, that these orders shall bee in force and availeable (being delivered them from the Master and Comptroller of the Posts) so farre as they and any branch of them may concerne the furtherance of publike service or their owne reliefe.

## Orders for the Posts of our Realmes, and for all Men to observe and obey in the speedy Carriage of Packets directed for our Affaires.

Whereas heretofore the Lords of the Privie Counsell to the Queene, our sister deceased, for great and weighty causes concerning the State, have endeavoured to set downe and publish sundry Orders and generall directions for matters of Posting, especially for the speedy despatch of Packets and Letters importing the Prince's immediate affaires, the colour whereof, serving private turnes, hath greatly frustrated their endevours:

It is now, therefore, for the better warrantise and direction of our Posts, thought meet and convenient, that the former Orders be revived, and (according to the necessity of the times) renewed and published in our name in manner as followeth:

1. First, every Post receiving a dayly fee, and entertained specially for the packet, according to the proportion of his wages by the day, shall keepe certaine horses, to the number of two at the least, with furniture convenient, and those alwayes to have at hand in a readinesse to run with our packets onely in Post, so soone as the same are brought to his hands. He shall have also two bags of leather at the least, well lined with bayes or cotton, to carry the packet in, and hornes to sound and blow, as oft as he meets company, or foure times in every mile.

2. Every Post, thus furnished, shall at all houres receive and cary or send away all packets or letters brought unto him, directed for our speciall affaires, dated on the outside with the time and place of their first delivery, and subscribed by the hands of our Principall Secretaries and Master and Comptroller-generall of the Postes; and, for matters of the Navy, or to the maritime forts upon the sea-coast, or principall port townes, by our Admirall of England; for matters of the Cinque Ports, by our Warden; for matters of Scotland, by our Treasurer and Secretary of Scotland; and for Ireland, by our Lieutenant, the L. Mountjoy; or addressed to them in the proper businesse of their places, or to the body of our Counsell, from what persons or places whatsoever, of whose names and addresse onely the Posts shall take notice, according to the first institution and originall use of their service, and of none other.

3. Every Post, so receiving our packets, directed and subscribed as abovesaid, shall, within one quarter of an houre at the most after they come to his handes, dispatch them away in Post, and shall runne therewith in sommer (that is, from the first of April to the last of September) after seven miles the houre; and in winter (which shall be esteemed the rest of the yeere) after five miles the houre at the least, as the wayes affoord and the weather fall out.

4. And that it may appeare from time to time (when and as often as it shall be required) with what care and diligence the service is at al hands applyed and performed, every Post shall keepe a large and faire leger paper booke, to enter our packets in as they shalbe brought unto him, with the day of the moneth, houre of the day or night, that they came first to his handes, together with the name of him or them, by whom or unto whom they were subscribed and directed, taking and entering onely such for our packets as come warranted as aforesaid, and all others to passe as by-letters.

5. Lastly, to the end that the Posts generally may the better attend their severall services, and performe their dueties in that behalfe, our pleasure is, that they and every of them shall brooke and enjoy the benefit of all former favours allowed them; namely, that they and their servants be holden free and exempted from all prests and attendances at assizes, sessions, inquests, and musters.

Signed by his Majestie, and subscribed by Sir John Stanhop*, Knight, Master and Comptroller-generall of his Highnesse Postes. Anno Dom. 1603.

## — XIX. —

(Sir *F. Palgrave*, 11.) A. D. 1607.

### Vicesima octava pars Paten' de anno RR Jacobi quinto.

D'ñ Con' ad vit' Joh'i Stanhope Milit', Dño Stanhope & al't

Rex oīibz ad quos &c Salt'm. Cum nup ꝑcharissima Soror nr̃a Elizabeth, nup Regina Anglie, p Lr̃as suas Patentes sub Magno Sigillo Angl', geren' dat' apud Westm' vicesimo die Junij Anno Regni sui Tricesimo sc̃do, p consideracc̃oibz in eisdem Lr̃is Paten' sp̃ficat', Dederit & concesserit ꝑdil'co & fideli consiliar nr̃o Joh'i Stanhope Mil', Dño Stanhope de Haringtón, Vicecam̃ar' nr̃o, p nomen Joh'is Stanhope ar', duran' vita sua, (int' al') officiū Mag̃ri nunciorz & cursoz ,cōiter vocat' Postaz suarz, tam infra Regnū suū Anglie q'm in quibuscunq; alijs ꝑtibz t'nsmarinis in suo Dñio existen', Quas quidem Lr̃as Paten', ac ꝑdict' offic', ac oīa vad feod ꝑfic' coīoditat' & advantag' d̃co officio ꝑtinen' sive spectan', ac tot' jus stat' titul' int'esse benefic' clam' & demaund ꝑdict' Joh'is Stanhope Milit' Dñi Stanhope de Harington, de in ext' vel rōne ꝑdict' offic' & ceter ꝑmiss' vel eoz aliquoz vel alicujus rōne vel ꝑtextu ꝑdict' Lr̃az Paten', ꝑdict' Joh'es Stanhope Miles, Dñs Stanhope de Harington, reddidit concessit sursumreddidit & resignavit nob, q'm quidem reddic̃oem concession' sursumreddic̃on' & resignac̃oem acceptavim', & p ꝑsentes acceptam': Sciatis qd nos, de gr̃a nr̃a sp̃iali ac ex c̃ta sciencia & mero motu nr̃is, Dedim' & concessim' ac p ꝑsentes p nob hered̃ibz & successoribz nr̃is Dam' & concedim' ꝑfat' dil'co & ꝑq'm fideli consiliar nr̃o Joh'i Stanhope Mil', Dño Stanhope de Harington, Vicecam̃ar nr̃o, & Carolo Stanhope, filio & hered apparen' ꝑd̃ci Dñi Stanhope, ꝑdict' offic' Mag̃ri Nuncioz & Cursoz, cōit vocat' Postz nr̃az, tam infra Regnu' nr̃m Anglie q'm in quibuscunq; alijs ꝑtibz t'nsmarinis in nr̃o Dñio existen', necnon vad & feod sexaginta sex Libr̃ tresdecim solid quatuor Denar̃ p exercitio & occupac̃oe officij ꝑdict', unacum oīibz alijs ꝑficuis regard dict' coīoditat' & advantag' d̃co officio spectan' sive ꝑtinen', h̃endum Occupand et Gaudend officiū ꝑdict' & ceter ꝑmiss' ꝑfat' Joh'i Stanhope Mil', Dño

Memorand.—qd̃ vicesimo quinto die Aprilis, Anno Regni Caroli R. decimo tertio, Carolus Dñs Stanhop venit coram Thoma Dño Coventry, Magni Sigilli Angl Custod, & sursum reddidit has Lr̃as Paten', easq; in Cancellariam Dñi Regis restituit cancellandas, una cum statu, jure & titulo ip̃ius Dñi Stanhope in officio in hijs Lr̃is ꝑaten' menc̃onat'.

Chãles Stanhope.
Tho. Coventrye.

* Created Baron Stanhope, of Harrington, 4th May 1605. Ob. 1620. Charles, Baron Stanhope, 1620. Ob. 1675.

Dño Stanhope de Harington, p se vel p sufficien' Deputatu' suu' sive Deputatos suos sufficien', duran' vita sua naturali a tempore sigillacõis haz Lras nras Paten', ac post decessum sursumreddicõem vel forisfcur dci Johis Stanhope Mit, Dñi Stanhope de Harington, tunc hend occupand & Gaudend offic' pdict' & cetes pmiss' pfat' Carolo Stanhope, p se vel p sufficien' deputat' suu' sive deputat' suos sufficien', duran' vita sua naturali, ac hend & pcipiend dcos sexaginta sex libr' tresdecim solid & quatuor denar' a festo Nativitatis Sci Johis Bapte ultim pfit' eidem Johi Stanhope Mit, Dño Stanhope de Harington, duran' vita sua naturali, et post decessum sursumreddicõn' vel forisfcur pfat' Johis Stanhope Mit, Dñi Stanhope de Harington, hendum & pcipiend eidem Carolo duran' vita sua, de Thesauro nro hered & successoz nroz ad Recept' Scacij nri hered & successoz nroz p manus Thesaurar & Camar nroz ibm p tempore existen', ad quatuor anni terminos usuat, videlt ad fest' Sci Michis Archi, Natalis Dñi, Anūciacõis Be Marie Virginis, & Sci Johis Bapt p equales porcões, in tam amplis modo & forma put Johes Mason Miles, Thomas Randolpe nup defunct', pfat' Johes Stanhope Mit Dñs Stanhope de Harington, sive aliquis alius dict' offic' antehac occupans huit & pcepit in & p exercitio ejusdem, et hoc absq; compo seu aliquo alio pinde nob heredibz vel successoribz nris quoquo modo reddend solvend vel faciend: Proviso tamen semp qd si pdict' Johes Stanhope Miles, Dñs Stanhope de Harington, ad aliquod tempus post hac has Lras nras Paten', seu jus vel interesse in seu p easdem Lras nras Paten', nob hered seu successoribz nris sursumredderit cancellan, daut irrotulam ejusdem cancellari pcurabit, pd tunc he Lre nre Paten' & omes & singul concession' in eisdem, tam quoad pfat' Carolum qam quoad eundem Johem Stanhope Mit Dñu Stanhope de Harington, vacue erunt & nullius vigoris seu effcus Eo qd expssa menco &c In cujus rei &c T. R. apud Westm' xxvj° die Julij.

P Bre de Privato Sigillo &c.

## — XX. —

(Mr. *Lechmere*, 3.)

PROCLAMATION against the unauthorized Conveyance of Letters; dated Greenwich, 15 May 1609.

State Paper Office, Book of Proclamations, p. 204.

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A Proclamation forbidding any Person to cary Pacquets or Letters to or from any City or Towne, by Foot or on Horsebacke, except such as are allowed by Authoritie.

Whereas heretofore sundry wayes have bene devised to redresse the disorders among the Postes of our realme in generall, and particularly to prevent the inconveniences both to our owne service, and the lawfull trade of the honest merchants, by prohibiting that no persons whatsoever should take upon them, publiquely or privately, to procure, gather up, receive, bring in, or carry out any pacquets or letters, to or from any port, city or towne, by foot or on horsebacke, within the realme, and to or from the countreyes beyond the seas, except such our ordinary foot-postes, posts, and messengers for those uses, as either by our Master of the Postes, or the Masters of the Postes generall of those countreys reciproquely, should be found nominated for that kinde of service, or otherwise be able to shew sufficient warrant for their voyages and dispatches, under the hands of our Principal Secretaries, any ambassadors, or others sufficiently authorized; which notwithstanding, divers disavowed persons have used to intrude themselves, contrary to all good order: In consideration of which inconveniences past, we do hereby straitly prohibite and forbid all persons whatsoever, directly or indirectly, to gather up, receive, bring in or cary out of this realme, any letters or pacquets, without the allowance or ordinary addresse and dispatch of the said Masters and Comptrollers of the Postes reciproquely, or their deputies, or shall be sufficiently authorized as is aforesaid. And therefore, our will and pleasure is, that you, the Lord Treasourer of England, and Lord Warden of our Cinque Ports, together with our Master and Comptroller-generall of all our Posts, cause publique knowledge to bee given thereof unto all merchants, both strangers and others of our city of London, and all others whom it may or ought to concerne, that neither they, nor any for them, doe hereafter take upon them, openly nor underhand, to employ any disavowed person in the carrying of their letters, but to use such onely as shalbe found lawfully appointed for that service. To which effect also we doe expresly will and command, by these presents, all maiors, sheriffes, justices of peace, bailiffes, and all speciall commissioners, and more specially all searchers of our ports, and all other our officers and ministers wheresoever in their severall jurisdictions and offices, to make diligent search of all males, bougets, and other carriages, of all such disavowed carriers, messengers, or suspected persons, coming in or going out of the realme with pacquets or letters, and all such so discovered, to apprehend and stay, keeping them in safe custody, untill by the view of their writings, sent up to our Privie Counsell, it be seene and advised what shalbe further done with them.

Given at our Mannor of Greenwich, the 15th day of May, in the 7 yere of our reigne of Great Britaine, France and Ireland. An. Do. 1609.

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ORDERS decreed upon for the furtherance of our service, as well in writing as riding in Post; specially set downe and commanded to be observed, where our Posts are established within our Countie of Kent.

Forasmuch as, amongst the sundry consultations and provident cares taken for the maintenance of the quiet peace of the State, it hath not bene the least, that our predecessors heretofore, and the Counsell of this realme, have had to meete with the dangerous and secret intelligences of ill-affected persons, both at home and abroad, by the over-great liberty taken both in writing and riding in poste, specially in and through our countie of Kent, for the usuall and frequent passage that way falling out to and from all forraine parts beyond the seas, the ground whereof still rising from disorders offered by certaine persons called hackney-men, tapsters, hostlers and others, in hiring out their horses, to the hinderance of publique service, danger to our state, and wrong to our standing and settled Postes in their several stages: We have now thought it meete, with the advise of our right trustie and well-beloved cosins and counsellors Robert Earle of Salisbury, our High Treasourer of England, Henry Earle of Northampton, our Lord Privie Seale and Lord Warden of our Cinque Ports, and of our trustie and right well-beloved counsellor, John Lord Stanhope of Harrington, our Vice-Chamberlaine and Master of our Posts, to set downe and establish certain orders, as well for the packet as thorough postes, the due execution whereof we likewise command and recommend to all maiors, portreeves, bailiffes and other head officers in the cities, towns and ports of our said countie of Kent, where the stages of our standing posts, are now established and appointed, and to the justices of our peace next residing, as they or any of them doe tender our service, the safety of our state, and will answer the neglect or contempt hereof at their perils.

### Orders for the Pacquet.

First, that no pacquets or letters shall be sent by Poste, or binde any Poste to ride therewith in post, but such as shal be directed, first, for our special affaires, and subscribed by the writer's name or sender thereof; neither shall it be holden for our affaires, but as the same shal be directed and subscribed by our High Treasourer, Lord Warden of the Cinque Ports, Lord Admiral, Principall Secretarie of State, Lord Lieutenant of the said countie, or Master of our Posts writing from the Court, or otherwise to the Court, subscribed by any Admiral, or Vice-Admiral from the Narrow Seas, lieutenant of Dover Castle, or maior, or his deputie, of any port towne, ambassadors, or agents beyond the seas for the time being, or deputie lieutenant of our saide countie, writing to any of these personages aforenamed, or to the bodie of our Privie Counsell.

2. All pacquets or letters, so directed, shall bee carried by the Postes in poste from stage to stage onely, and not otherwise nor further, being dated first, on the outside, by the sender or writer, and afterwards by the Postes themselves, as they come to their hands, with the houre and place of their delivery; who shall runne therewith in summer, viz. from the first of April to the last of September, after seven miles the houre, and five miles the houre in winter, which is the rest of the yeere, as the wayes and weather afford.

3. And that it may appeare from time to time (as oft as shall be needful) with what expedition the service is by our Posts performed, every Poste shall keepe a faire paper booke, to enter the pacquets in, being so brought unto him, with the day, moneth, and houre they came to his hands, two leather bagges, lined with cotton or bayes, to carry the pacquet in, and hornes to sound, as oft as he meets and sees company coming, or foure times in every mile.

4. And to the end our Postes, attending thus our speciall service, may performe their several dueties in that behalf, our pleasure is, that they, and every of them, shall brooke and enjoy the benefit of all former favours and immunities by our predecessor allowed them, namely, that they and their servants be holden free and exempted from all summons, prests, and personall attendances at assizes, sessions, inquests and musters.

### Orders for the thorough Postes.

First, as the service of the pacquet, so the horsing of al through-posts, and persons riding in poste with horne or guide, by commission or otherwise, shall be performed by our standing Postes in their several stages; who, to that end, shall keepe, and have in a readinesse under their directions, a sufficient number of poste-horses, with saddles, bridles and furniture convenient; and if it shall fall out that, by the repaire of ambassadors, or other accidents of service, men riding in poste, that is to say, with horne or guide, come so thicke, or in such numbers that their ordinary provision will not suffice, then the constables of the places where they dwell, with the aide and assistance of the chiefe magistrates there and the countreys adjoyning, (being required in our name) shall take up, bring in, and supply the Postes with horses and with carriages, where they may be had or hired.

2. And that it be not, any way, a let or impeachment to the libertie of any man riding on his owne or ordinary affaires, within the realme, at his or their pleasure, it is hereby meant, that all strangers, specially riding with horne or guide, by themselves or in company of our ordinary messengers or Postes for the Low Countreys or France, all Ambassadours riding or sending in their Princes affaires, and all other whatsoever riding with horne or guide, shall take and change their horses onely of the Postes of that place, or with his consent and appoyntment, they taking for each horse after the rate of iii *d.* the mile, beside the guide groat.

3. And

3. And to prevent all advantages of unconscionable dealing, by such as keepe horses to hire, in the horsing of strangers beyond the ordinary stages, to the wronging of our Postes, and injury of the beast or the ryder, it is found expedient, and our will and pleasure is, that all strangers borne, as well going foorth of the realme as comming into the same through our shire of Kent, although it be about their owne and private affaires without horne or guide, shall likewise be horsed by our ordinary Posts from stage to stage, or with the Posts knowledge and consent, not taking for each horse above ii *d.* ob. [2 ½ *d.*] the mile.

4. It shall not be lawfull for any so riding in Poste, to take and ride away the horse or horses of any man, not having first and aforehand fully payd and satisfied the hire, nor ride them further then the next stage, without the knowledge and consent of the Poste of that stage; nor charge any horse, taken to ride Poste, with any male or burden (besides the rider) that exceeds the weight of 30 pound: And if it shall happen any to disobey these our commandements and orders, to the manifest wrong of any our Posts, injurie of any owner, or hurt of his beast, the officers or magistrates of the place, upon complaint thereof made, shall stay the partie offending till satisfaction be made, or sufficient security given to repay the damage. But if it so fall out, that the obstinacie of any herein offending require further punishment then the ordinary power of the magistrate of the place can or may conveniently inflict, then we require our said Master and Comptroller of the Posts, upon notice thereof given him, to send for the partie or parties to answere their contempt before our Privie Counsell.

5. This being in generall our will and command, for the speedie, safe and orderly expedition of our publique dispatches and occurrents, as well in writing for our affaires as riding in poste, whatsoever besides shall fall out more particularly to the behoofe of our said Postes, or ease of their horses, that in these kinde of services are most subject to abuses, our like care is to bee specially respected: and, to that end, wee doe hereby eftsoones recommend both the one and the other to the wisdome and protection of our sayd Master of the Postes, and the aide of all magistrates and others, that love the furtherance of our service, or regard our safetie or pleasure.

Given at Our Mannor of Greenwich, the 15th day of May, in the seventh yeere of our reigne of Great Britaine, France and Ireland. Anno Dom. 1609.

## —XXI.—

(Sir *F. Palgrave*, 12.) A. D. 1620–1621.

AMONG the Records in the Public Record Office, Rolls House, and in the custody of the Master of the Rolls, pursuant to Statute 1 & 2 Vict. c. 94; to wit, in the Book of Inrolments of Letters of Privy Seal belonging to the late Office of Auditor of the Receipt of the Exchequer, No. 3*, it is contained as follows. * A.D. 1620-1625

JAMES, by the grace of God King of England, Scotland, France and Ireland, Defend^or of the faith, &c. To o^r right trusty and right welbeloved the Lords and others our Comissioners for o^r Treasury, and to o^r Treasurer of England, and the Chamberlaines and Undertrer of o^r Exchequ^r for the tyme being, Greeting. Whereas wee have thought fitt heretofore to discharge certaine Stages of Postes, w^ch had not beene before tyme usually maintained, and not necessary but onely in tyme of warr, viz. the Stage of London serving for the Westerne part, the Stage of Stanes, Hartford bridg, Basingstoke, Andevor, Salisbury, Shaftesbury, Sherborne, Crookehorne, Honington, Excester, Ashburton, and Plymoth, as by o^r lres of Privy Seale, dated the one and twentieth of March, in the eight yeare of o^r Raigne of England, France, and Ireland, and of Scotland the foure and fortith may appeare; Now, forasmuch as the necessary dispatch of Lres and pacquetts, for and about the speciall affaires of us and o^r Realme, doth require a new Establishment of the foresaid Stages from o^r Citty of London to Plymouth: These are to will and comaund yo^u, out of o^r Treasure remayning in the Receipt of o^r Exchequ^r, to cause to be paid to o^r right trusty and right welbeloved Councellor the Lord Stanhopp, M^r of o^r Postes, or to his Deputy or Assignee, such severall rates of wages as is hereafter sett downe under the names of the said severall stages, amounting in all to the some of twenty-three shillings by the day, and the same to be paid, from the date hereof, quarterly by even portions, as it shall growe due, during o^r pleasure: And these o^r Lres shalbe yo^r sufficient warrant in that behalf. Given under o^r Privy Seale att o^r Pallace of Westm^r, the six and twentith day of October in the eighteenth yeare of o^r raigne of England, France and Ireland, and of Scotland the foure and fiftith. Fol. 12 b. 26 October 1620

Jo: Castle dep^t Ed: Reynoldes.

| | | | |
|---|---|---|---|
| London, p diem | - | j^s | |
| Staines | - | j^s | |
| Hartfordbridge | - | j^s viij^d | |
| Basingstoke | - | j^s viij^d | |
| Andevo^r | - | j^s viij^d | |
| Salisbury | - | j^s viij^d | |
| Shaftesbury | - | j^s viij^d | |
| Sherborne | - | j^s viij^d | |
| Crookehorne | - | j^s viij^d | |
| Honington | - | j^s viij^d | |
| Excester | - | ij^s | |
| Ashburton | - | ij^s | |
| Plymouth | - | j^s viij^d | |
| Total p diem | - | j^li iij^s | |

JAMES, by the grace of God King of England, Scotland, France and Ireland, Defendo^r of the faith, &c. To the Trer and Undertrer of o^r Exchequ^r now being, and to the Trer, Under- Fol. 28 b.

trer, and all other the Officers and ministers of or Exchequr that hereafter for the time shalbe, and to evy of them to whom it may appertayne, greeteing. Whereas there is due unto the Master of the Postℓ, upon a Remaine of one Thousand foure hundred Ninety and two poundℓ, foure shillings, and two pence, for one halfe yeare ended the last of March, one Thousand sixe hundred and nineteene, the some of nine hundred and seaventeene poundℓ, eleaven shillings, foure pence halfepenny; and for arrerages for two whole yeares, begun the first of Aprill 1619 and ended the last of March 1621, after the yearely allowance of Two Thousand nine hundred fourescore and foure poundℓ, eight shillings, fower pence, the some of five thousand, nine hundred, three score and eight poundℓ, sixteene shillings, eight pence; and allso, for arerages upon the new encrease of Twenty and three shillings p diem for the stages layd betwixt London and Plimouth, making p annū foure hundred and nineteene poundℓ, fifteene shillings, due for one hundred and fifty-sixe dayes, begunne the seaven and twentith day of October one Thousand sixe hundred and twenty, and ended the last day of March now last past, the some of one hundred sixty and foure poundℓ, eight shillings, amounting in the whole to the some of seaven thousand and Fifty pounds, sixteene shillings, halfepenny: And forasmuch as it is or pleasure that the service and imploymt of the Postℓ, in divers partes of this or Kingdome, shalbe still-continued for sending of lres and Packetℓ by Comaundment of vs and or Privy Councell, and that the wages and allowances unto each of the sayd Postsℓ shalbe from time to time quarterly payd during or pleasure, according to a list or schedule of the Stages and allowances signed by us and hereunto annexed, wch doth amount unto the some of Three thousand fower hundred and fower poundℓ, three shillings, fower pence, by the yeare: Wee doe hereby will and comaund you, out of or Treasure wch is and shalbe remayning in the Receipt of or Exchequer, to pay or cause to be payed unto or right Trusty and welbeloved Charles Lord Stanhope, now Master of or Postℓ, or his Assignes, as well the sayd Arerages of Seaven Thousand and Fifty poundℓ, sixteene shillings, halfepenny behind and unpayed as afforesayd, as allso that according to the sayd List or Schedule of the Stages now setled and agreed upon, or that hereafter shalbe by any occasions increased or diminished by warrant signed by us or sixe of or Privy Councell (whereof or Trer of England for the time being to be one) you cause paymt to be made out of or Treasure afforesayd, unto the sayd Lord Stanhope or his Assignes, of such some or somes of money, from time to time, as the Charge of the sayd Postℓ shall amount unto, the same to be payed from three moneths to three moneths q3terly, by equall porc̃ons, for the satisfac̃on of the ordinary charges incident and belonging to the sayd office of Mr of or Postℓ, and according to the List or Listℓ afforesayd; the first paymt thereof to beginne (the sayd Arrerages of Seaven thousand and fifty poundℓ, sixteene shillings, halfepenny, first cleared and satisfyed) from the last day of March last past before the date hereof, and so to be continued untill you shall receive further Direc̃on from us to the Contrary. And these or lres shalbe yor sufficient warrant & discharge. Given under or Privy Seale, at or Pallace of
5 June 1621. Westmr, the fiveth day of June, in the Nineteenth yeare of or Raigne of England, Fraunce, and Ireland, and of Scotland the fower and fiftieth.

Jo: Castle dept Ed: Reynolds.

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Signed JAMES R.

A LISTE of all the severall Stages, their Rates of Wages p Diem, & other Allowanceℓ to the Office of Mr of or Postℓ, payable by or lres of Privy Seale beareing date the fiveth day of June, in the Nineteenth yeare of or Raigne of England, Fraunce, & Ireland, &c.

Towards Barwicke:

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| The Courte | - | - | - | - | ij$^s$ | | | | |
| London | - | - | - | - | iij$^s$ | iiij$^d$ | | | |
| Waltham | - | - | - | - | iij$^s$ | iiij$^d$ | | | |
| Ware | - | - | - | - | iij$^s$ | | | | |
| Royston | - | - | - | - | iiij$^s$ | iiij$^d$ | | | |
| Baberham | - | - | - | - | ij$^s$ | | | | |
| Newmarkett | - | - | - | - | iiij$^s$ | iiij$^d$ | | | |
| Caxton | - | - | - | - | ij$^s$ | | | | |
| Huntingdon | - | - | - | - | ij$^s$ | | | | |
| Stilton | - | - | - | - | ij$^s$ | | | | |
| Stamford | - | - | - | - | ij$^s$ | | | | |
| South Wytham | | - | - | - | ij$^s$ | | | | |
| Grantham | - | - | - | - | ij$^s$ | | | | |
| Newarke | - | - | - | - | ij$^s$ | iiij$^d$ | | | |
| Tuxford | - | - | - | - | ij$^s$ | iiij$^d$ | | | |
| Strooby | - | - | - | - | ij$^s$ | | | | |
| Doncaster | - | - | - | - | ij$^s$ | | | | |
| Ferry Bryggs | - | - | - | - | ij$^s$ | | | | |
| Tadcaster | - | - | - | - | xx$^d$ | | | | |
| Yorke | - | - | - | - | ij$^s$ | | | | |
| Wetherby | - | - | - | - | - | ij$^s$ | | | |
| Burrough briggs | | - | - | - | iij$^s$ | | | | |
| Catherickc | - | - | - | - | iij$^s$ | | | | |
| Bowes | - | - | - | - | ij$^s$ | vj$^d$ | | | |
| Burghe | - | - | - | - | ij$^s$ | vj$^d$ | | | |
| Perith | - | - | - | - | iij$^s$ | | | | |
| Northalerton | - | - | - | - | ij$^s$ | iiij$^d$ | | | |
| Darnton | - | - | - | - | ij$^s$ | iiij$^d$ | | | |
| Durisme | - | - | - | - | ij$^s$ | iiij$^d$ | | | |
| Newcastle | - | - | - | - | iij$^s$ | | | | |
| Hexam | - | - | - | - | ij$^s$ | | | | |
| Thurlwall | - | - | - | - | ij$^s$ | | | | |
| Carlile | - | - | - | - | ij$^s$ | | | | |
| Morpeth | - | - | - | - | iij$^s$ | | | | |
| Alnwicke | - | - | - | - | iij$^s$ | | | | |
| Belford | - | - | - | - | iij$^s$ | | | | |
| Barwicke | - | - | - | - | ij$^s$ | iiij$^d$ | | | |

Towards Dover:

| | | | |
|---|---|---|---|
| The Courte | ij$^{s}$ | Seddingborne | ij$^{s}$ |
| London | ij$^{s}$ | Canterbury | ij$^{s}$ vj$^{d}$ |
| Dartford | ij$^{s}$ vj$^{d}$ | Margat | xij$^{d}$ |
| Gravesend | vj$^{d}$ | Sandwiche | xvj$^{d}$ |
| Rochester | ij$^{s}$ | Dover | xx$^{d}$ |

Towards Hollihead:

| | | | |
|---|---|---|---|
| The Courte | ij$^{s}$ | Colshill | xx$^{d}$ |
| London | ij$^{s}$ | Litchfeild | xx$^{d}$ |
| Barnett | ij$^{s}$ | Stone | xx$^{d}$ |
| St. Albones | ij$^{s}$ | Nantw$^{ch}$ | xx$^{d}$ |
| Breckhill | ij$^{s}$ | Chester | ij$^{s}$ iiij$^{d}$ |
| Tocester | ij$^{s}$ | Northupp | xx$^{d}$ |
| Dayntry | ij$^{s}$ | Rutland | xx$^{d}$ |
| Coventry | ij$^{s}$ viij$^{d}$ | Conway | xx$^{d}$ |
| Bremigham | ij$^{s}$ | Beaumoris | ij$^{s}$ |
| Bewdley | ij$^{s}$ | | |

Hollyhead, for keeping a Barke w$^{th}$ furniture to transport the Pacquett to Ireland, and serving the Post by land, at x$^{li}$ p men$\tilde{s}$ after 28 daies to y$^{e}$ month, cxxx$^{li}$ yearly.

Towards Plymouth:

| | | | |
|---|---|---|---|
| The Court | ij$^{s}$ | Shaftesbury | xx$^{d}$ |
| London | ij$^{s}$ | Sherborne | xx$^{d}$ |
| Staines | ij$^{s}$ | Crookehorne | xx$^{d}$ |
| Hartford bridge | xx$^{d}$ | Honiton | xx$^{d}$ |
| Basingstoke | xx$^{d}$ | Exceter | ij$^{s}$ |
| Andever | xx$^{d}$ | Ashburton | ij$^{s}$ |
| Salisbury | xx$^{d}$ | Plymouth | xx$^{d}$ |

All w$^{ch}$ so$\tilde{m}$es, by the day, together w$^{th}$ the allowance of 50$^{li}$ p annū for extraordinary Post$\wp$ in tymes of Progresse, and otherwise, and five sui..ing$\wp$ p diem to John Stronge, gent., Paymaster to the Post$\wp$, being cast up, amount to the yearly some of 3,404$^{li}$ 3$^{s}$ 4$^{d}$.

Charles Stanhope.

Jo: Castle dep$^{t}$ Ed: Reynoldes.

## — XXII. —

30 April, 1619.

Letters Patent of King James I, granting the office of Postmaster-General of England for Foreign Parts out of the King's Dominions, to Mathew de Quester and Mathew de Quester his son.

*N. B.*—This patent is known only from its recitals in Nos. XXIII. and XXXIII.

## — XXIII. —

(Mr. *Lechmere*, 10.)

PROCLAMATION of Patent of King James I., confirming Matthew de Quester, and Matthew de Quester, his Son, in the office of Postmaster-general of England for Foreign Parts; dated Westminster, 19 December 1623. State Paper Office, Procs., Coll. No. 118$^{a}$.

BY THE KING.

James, by the Grace of God, King of England, Scotland, France, and Ireland, Defendour of the Faith, &c., To all to whom these presents shall come, greeting. Whereas, in and by certaine Letters Patents, sealed with our Great Seale of England, bearing date at Westminster, the thirtieth day of April, in the seventeenth yeere of our reigne of England, France, and Ireland, and of Scotland the two and fiftieth, it is mentioned, that forasmuch as Wee were given to understand that there was no setled place, or office of Postmaster of this kingdome for Foraine Parts, being out of our dominions, for the performance of our services in such forraine parts; but that the services of that kinde had beene a long time performed by our welbeloved servant, Matthew de Questor, esq., who had humbly petitioned Us, in respect of his many yeeres service in sending packets in forraine parts, and for that he had beene often occasioned to send speciall messengers beyond the seas in matters of more

importance concerning our services, for which purpose he had trained up one of his sonnes, who had beene divers times imployed therein, and was able and willing to doe Us service, to grant unto them our Letters Patents, for the exercise of those our services in forraine parts, out of our dominions: and for tha twe had beene certified, under the hands of many of the Lords and others of our Privie Councell, that in all the time the said Matthew de Questor had served Us, he had discharged the trust committed unto him with much fidelity, discretion, and diligence, and had greatly advanced our service, by settling speedie meanes of conveyance. and with much lesse charge then any other formerly did: Wee were graciously pleased, for those considerations, to condescend unto his humble petition: and we did, therefore, by our said Letters Patents, of our speciall grace, certaine knowledge, and meere motion, will, ordeine, constitute and appoint, that for ever thereafter there should be one office or place, which should bee and should be called the Office of Postmaster of England for Forraine Parts, beeing out of the dominions of Us, our heires and successours; and that the said office should be for ever a sole office of itselfe, and not member, or part of, or belonging unto any other office or place of Postmaster whatsoever; and that there should be for ever thereafter one or more sufficient person or persons, by Us, our heires and successours, from time to time to bee nominated and appointed, which should be, and should be called the Postmaster or Postmasters of England for Forraine Parts, being out of the dominions of Us, our heires and successors; unto which person and persons, so to be from time to time nominated and appointed, we did, by the said Letters Patents, for Us, our heires and successors, give, grant, limit, assigne and appoint full and sole libertie, power and authoritie, by himselfe or themselves, or his or their deputie or deputies, servant or servants, to have the sole and onely taking up, sending and conveying of all packets and letters concerning the service of Us, our heires and successours, and of all other packets and letters, the carriage or conveying whereof, was or had beene accompted, deemed, or taken to be incident, or properly or accustomably belonging, to any Postmaster into the said forraine parts, or any of them, and the sole doing and executing of all other matters and things incident or belonging to the office or place of a Postmaster, which should any wayes concerne any service or businesse to be dispatched into, or from, any the said forraine parts, in as large and ample manner as any other Postmaster within our realme of England thentofore had done, or might doe the like, for or within this our realme of England, or any our dominions; and to have the sole nominating, appointing, and establishing of posts and carriers, necessary and convenient, aswel within this our realme as in any forraine parts, for the conveying, exporting, and importing such letters and packets, as aforesaid: And our further will and pleasure was, and Wee did by the said letters patents, for Us, our heires and successors, grant, that it should and might be lawfull for, and We did thereby give power and authoritie unto, the said person and persons, so to bee nominated and appointed as aforesaid, by himselfe or themselves, or his or their deputie or deputies, servant or servants, from time to time, to demande, aske, receive, and take for the execution of the said office, and for his and their labour and paines to be taken therein, of the partie or parties which should employ him or them or any of them to any the purposes aforesaid, all and the like summe and summes of money, benefits, allowances, payments, rewards, rates, and emoluments respectively, as then were, or thentofore had beene, lawfully or usually taken for or in respect of the doing or performing of the same: and further, We (for the considerations in the said letters patents expressed) did thereby for Us, our heirs and successors, give and grant unto the said Matthew de Questor, and Matthew de Questor his sonne, the aforesaid office or place of Postmaster of England for Forraine parts, being out of the dominions of Us, our heirs and successors; and then the said Matthew de Questor, the father, and Matthew de Questor the sonne, the first and present Postmaster and Postmasters of England for Forraine Parts, being out of the dominions of Us, our heires and successours, to doe, execute and performe all and singular things to the said office in manner aforesaid belonging or appertaining, or, by vertue of the said letters patents, to be done, executed, or performed, We did, for Us, our heires and successours, nominate, appoint, make, create, and ordaine by the said letters patents; to have, hold, use, exercise, and enjoy the said office of Postmaster of England for Forraine Parts, being out of the dominions of Us, our heires and successours, with the appurtenances, together with the aforesaid powers, priviledges, authorities, summe and summes of money, benefits, allowances, payments, rewards, rates, and emoluments beforementioned, to the said Matthew de Questor the father, and Matthew de Questor the sonne, as well by themselves, or either of them, as by their or either of their sufficient deputie or deputies, servant or servants, for and during the natural lives of the said Matthew de Questor the father, and Matthew de Questor the sonne, and for and during the naturall life of the longer liver of them; and, therefore, we did, by the said letters patents, for Us, our heirs and successors, require and command the said Matthew de Questor the father and Matthew de Questor the sonne, and the longer liver of them, that he and they should, from time to time, diligently attend and intend the same our service, as by our said letters patents more at large appeareth. And whereas, sithence the making of our said letters patents, our right trustie and right welbeloved Charles Lord Stanhope of Harington made complaint unto Us, that the said grant, made to the said Matthew de Questor the father and Matthew de Questor the sonne, did trench into the office which the Lord Stanhope holdeth for Postmastership within our dominions, by virtue of our letters patents made, in the fifth yeere of our reigne of England, unto John, late Lord Stanhope, father of the said Charles Lord Stanhope, for his life, and afterwards unto the said Charles, now Lord Stanhope, during his life; which complaint, being by Us referred to our right trustie and right welbeloved cousin and consellour, William Earle of Pembroke Lord Chamberlaine of our Houshold, and to our right trustie and welbeloved counsellor,

Sir

Sir George Calvert, knight, one of our Principal Secretaries of State, and to our trustie and welbeloved Sir Thomas Coventry, knight, our Attorney-generall, Sir Robert Heath, knight, our Solicitor-general, Wee have received from them a certificate under their handes, that the said Lord Stanhope's grant of the office of Master of our Posts did extend but to such services as were to be done in our realme of England, and other our dominions; and that our grant to the said Matthew de Questor, the father and the sonne, did extend onely to services to be done in forraine parts out of our dominions; and that the said Lord Stanhope had not showed them anything materiall to impeach that latter grant, made unto the said Matthew de Questor, the father and the sonne; but that both grants might well stand together, being of distinct places; and that, therefore, the said Lord Stanhope, or any other deriving any authoritie from or under him, ought not to give any interruption to the said Matthew de Questor, in the execution of his service: And whereas we are credibly informed, that, aswell depending the said reference, as of late, and since the making of the said certificate unto Us, the said Lord Stanhope, and some others pretending to be authorized under him, have, aswell by setting up of bills and writings in publique places within our citie of London, as otherwise, endeavoured to interrupt the execution of our said grant and letters patents, made to the said Matthew de Questor, the father and his sonne, in derogation of Us, and to the hinderance, disturbance, and distraction of the service to be executed in forraine parts.

Know ye, that We, to the end such distractions, which by the meanes aforesaid have arisen, or may hereafter arise, to the disturbance of our service, may bee quieted and prevented for the time to come, have thought meet to signifie, and doe hereby signifie, publish, and declare the premisses, to all to whom the same doe or shall in anywise appertaine; and that Wee doe well approve and allow the certificate and opinion before mentioned; and therefore it is our will and pleasure, that the said letters patents, bearing date the said 30th day of April, and all the powers, priviledges, services, and authorities therein contained, or thereby required to bee done, bee, from henceforth, in all points, and to all intents, constructions, and purposes, effectually put in execution by the said Matthew de Questor the father and Matthew de Questor the sonne, or either of them, their or either of their deputies or assignes, according to the true intent or meaning of the same, without the let, impediment, hinderance, impeachement or disturbance of any person or persons whatsoever. And, for the better effecting of this our pleasure, We doe by these presents, for Us, our heires and successours, prohibit all and singuler person and persons whatsoever (other then the said Matthew de Questor the father and Matthew de Questor the sonne, and his and their deputies, servants, and assignes), directly or indirectly, to doe, execute, performe, or intrude themselves, to have any imployment in or about anything which shall or ought to bee done by them, the said Matthew de Questor the father and Matthew de Questor the sonne, or his or their deputies, servants, or assignes, without the deputation, licence, or allowance of them, or the longer liver of them, upon paine of the indignation and displeasure of Us, our heires and successours, and upon such paines and penalties as may bee inflicted upon the offenders for contempt of this our Royall commandement. And our will and pleasure is, and we doe hereby, for Us, our heirs and successours, charge and command, that the Lord Chamberleine of our Houshold, the Lord Warden of our Cinque Ports, our Secretaries of State, and all mayors, sheriffes, justices of peace, bayliffes, and all speciall commissioners, and all searchers of our ports, and all other the officers and ministers of Us, our heires and successours wheresoever, in their several jurisdiction, offices, and places, not onely to be ayding and assisting unto the said Matthew de Questor the father and Matthew de Questor the sonne, their servants, deputies, and assignes, and every of them, in the execution of the same letters patents, and the service and businesse thereby required or appointed to bee done or performed by them, but also, to their uttermost powers, to represse, stay, and hinder the proceedings of all intruders and disavowed persons which shall presume to attempt, or goe about, directly or indirectly, to doe, performe, or execute any matter or thing whatsoever contrary to our pleasure herein expressed; although expresse mention of the true yeerely value, or certaintie of the premisses, or any of them, or of any other gifts or grants by Us, or any of our progenitours or predecessours, to the said Matthew de Questor the father and Matthew de Questor the sonne, or either of them, before this time made in these presents, is not made, or any statute, act, ordinance, provision, proclamation, or restraint heretofore had, made, ordained, or provided, or any other thing, cause, or matter whatsoever, to the contrary thereof in anywise notwithstanding. In witnesse whereof We have caused these our letters to be made patents.

Witnesse Ourselfe at Westminster, the 19th day of December, in the one and twentieth yeere of our reigne of England, France, and Ireland, and of Scotland the seven and fiftieth.

God save the King!

Per Breve de Privato Sigillo.
*Yong* and *Pye*.

## — XXIV. —

(Commons' Journals, 1624.)

The Postmasters to be sent for, to attend the Committee for Grievances. 1 Com. Journ. 22 Jas. 23 April 1624, p. 68

A warrant to be made for the Postmaster of Warwick to attend the Committee of Grievances. 23 April 1624, p. 77

— XXV. —

(Micellaneous, 3.) A. D. 1625.

Latch's Reports of Cases Adjudged in the Court of King's Bench during the three first Years of the Reign of the late King Charles the First.—*London*, 1661 ; p. 87.

Signior *Stanhop* versus *Ecquester*.—Easter Term; 1st Charles I.

Le Seignior Stanhop port un Action sur le Case versus Matthew De l'Equester, concernant les Fees del Postmaster.

*Doderidge*.—Sont trois Exceptions pris al Declaration; Primierement, que l'office del Postmaster fuit un ancient office, et la fuere divers Fees perteynont aceo pur carrying letres ausi bien de London al partes transmarinas, comme de partibus transmarinis al London; et ne prescribe que fuere temps dont &c. et il dit, que ne besoigne. Premierement, quia monstre, que l'office doit porter letres hors de London al parts transmarine, et del parts ouster le mere al London, except tiels letres queux sont mise per lour amyes; et servants; et c̄ appert al office; et il ne postera ove (avec) letres pur riens et donc il monstre, que l'officers ont pur lour fees de London al Amsterdam 8*d*. per letter, et tant al Antwerp, et Hamburgh, et tant pur le return de ceux al London. Et pur c̄ il ayant declare que est ancient office, et que tels Fees apperteyne al office, il ne mitter de prescribe.

2. Le second Exception est, Il declare, que est un ancient office, et que ad le carriage de tout letres (except &c.) de London al parts ouster le mere, generalment aliquibus partibus transmarinis; mes quant vint al grant del office, ne dit que grant idem officium cum omnibus Feodis, &c. mes que le Roy dederit, et concesserit pro se, et heredibus et successoribus suis, Johanni Stanhop Mil. & Domino Harrington, officium nostrorum nuntiorum, communiter vocatum un Poster, tam infra regnum nostrum Angli quam aliquibus partibus transmarinis en les Dominions del Roy. Ilsint les grants straignent c̄ al partes ouster le mere en Dominions le roy; et n'est bone Argument la est un Ancient Office pur carriage des letres (vocat le Postmaster) de London al parts ouster le mere, &c. Ore de provere tiels Fees, le Roy ad grant al moy l'office de Postmaster pur les lettres de London al parts ouster le mere en de dominions le Roy; ergo, jeo aye un ancient office.

3. Le tierce Exception, quia ne monstre les Letres Patents le Roy; si le office soit en demand, doit dire, Protulit hic in Cur.: mes ne icy l'office esteant demand, mes l'Action port pur proportion des Fees; et c̄ esteant en un Action sur le Case, n'admit de monstre les Letres Patents; si le Defendant ne demand oyer, le Plaintiff n'est lye a monstrer ceux. Et ici fuit un case adjudge M. 21. Jac. concernant le Hospital de Greenwich; et ils ont meesons en St. Giles; et la fuit un Prescription d'aver un voy del Meesons al Thames; et le Farmer esteant interrupt del voy, port un Action sur le Case, et prescribe, que il et toutes ceux queux Estate il ad, ont Use d'aver un voy del mese al Thames; et un exception prise, que corporation ne poyet grant sans fait, et pur c̄ il ne puit prescribe en luy et touts ceux, queux Estate, &c. Mes adjudge, que l'Action sur le Case fuit bien.

Crew, Chief Justice, agree ove (avec) Doderidge en le primer poynt: mes, en les darrein poynts il disagree: Quia, quand il clayme les Profits del Office, est tout un, si come ad il clayme l'office mesme; quia les Profits sont l'office mesme. Et quand un home fait Title all un office par Letters Patents, et c̄ est ground de son Title, doit monstre eux. Whitlock agre ove (avec) le Chief Justice en tout: Jones fuit en le Chancery. Le Verdict fuit pro Querente, et c̄ matter fuit move en arrest del Judgement.

Nota, per l'Attourney del Roy, lou (la ou) un chose estoit ove (avec) common droit, come en le Case de Common Appendant, a dire que ad common purticls avers, partant suffist, sans alleadging Prescription; Mes auterment en case de common appurtenant, que est encounter common droit, 18 H. 6, 25, p. prier ayd del Roy.

— XXVI. —

(Mr. *Reeve*, 5.)

At Whitehall, the 5th October 1626.

Present,

| | |
|---|---|
| Lord Treasurer. | Master of the Wards. |
| Lord President. | Mr. Sec. Coke. |
| Lord Vic. Grandison. | Mr. Chancellor of the Exchequer. |
| Lord Conway. | Master of the Rolls. |
| Mr. Frer. | Mr. Chancellor of the Duchy. |
| Mr. Comptroller. | |

Upon a reference from His Majesty to their Lordships, the matter in controversie betwixt the Lord Stanhope and Matthew de Questir, concerning the office of Postmaster-general, being this day heard and debated at the Board with counsel on both sides, their Lordships did

did forbear to make any final conclusion in the whole business, by reason that there was not a full Board; and did defer the further hearing thereof till some other more convenient time. But concerning the suite of the Marchante Adventurers, to have a post of their owne choice to carrie and receive their owne letters to and from their market towns, as they alledge they were wont to have in times heretofore, their Lordships, reserving always the right of the Lord Stanhope, did think it very reasonable and fitt, so that the partie who should be elected by them, be approved also by his Majesty's principal Secretaries; and thereupon their Lordships did order that the said company should proceed to the election of some fitt person in that place (untill the difference above mentioned between the Lord Stanhope and Matthew de Quester should be finally determined), and present him to his Majesty's principal Secretaries, by them to be approved as aforesaid. Whereof all the parties interested are by these presents to take notice, and to govern themselves accordingly.

At Whitehall, the 10th of November 1626.

PRESENT,

| | |
|---|---|
| Lord Keeper. | Earle of Rollie. |
| Lord Treasurer. | Lord Conway. |
| Lord President. | Lord Vis. Grandison. |
| Lord Privie Seale. | Mr. Treasurer. |
| Lord Steward. | Mr. Sec. Coke. |
| Earl of Carlisle. | Master of the Wards. |
| L. of Bridgewater. | Master of the Rolles. |
| L. Cheyme, of Scotland. | Mr. Chancellor of the Duchie. |

WHEREAS the difference in question betweene the Lord Stanhopp and Matthew de Quester, touching the place of Postmaster for dispatches from home into forraigne partes without the King's dominions, was this day fully heard and debated at the Board, upon hearing of counsell learned on both sides, each of them claymeing by letters pattents from his Majesty, and insisting upon the validity of the same: and the counsell on the Lord Stanhopp's parte standing lykewise upon poynt of prescription, for that the forraigne service had beene performed by those that formerly had the lyke letters pattents as that by which his Lordshipp now claymed; as alsoe that the said office had beene an ancient office tyme out of mynde, and soe made pretence thereunto by prescription, howbeit noe patent or proofs of such usage was shewed at the hearing more ancient than the tyme of Henry 8: Theire Lordshipps, haveing well weighed the reasons and allegations on both sides, and taking into consideration both the said pattents, as also that allegation of prescription; and considering that the ordering of that poynt, of dispatches into forraigne parts without the King's dominions, was very considerable in relation to his Majestie's Service and reason of State, and that most of the forraigne posts were now well settled by the labor and industrie of the said De Quester, did think fitt and order, that he, being a person well approved of his experience, fidelitie, and industrie, for divers years togeither, in the discharge of the said employment, should be continued and quietly established in the execution of the same, without interruption of the said Lord Stanhopp, or any claymeing by or under him, and without suffering any suite to be commenced on either side to trie the validity of theire said severall pattents, untill that the Board shall be further satisfied, on the Lord Stanhopp's parte, touching the poynt of prescription, and should thereupon fynd cause to give way for a trial to be had upon the said pattents: and it is further thought fitt and ordered, that the Marchants Adventurers and other Marchants should, upon notice thereof, attend the Board on Wednesday next, and shewe cause why the said Matthew de Quester should not be lykewise employed by them for theire dispatches into forraigne parts without the King's dominions.

— XXVII. —

(Mr. *Reeve*, 6.)

At Whitehall, the 24th October 1627.

THEIR Lopps this day taking consideracon, as well the Lres pattents from His Matie to Mathew de Questor for the constituting of him Postmaster for the conveying of all Lres and dispatches from hence into forraigne parts without the Kinge's Dominions, as likewise well weighing that the due ordering and governing of the same was very considerable in relacon to His Maties Service and reason of State, specially as the condicon of affaires now stand both at home and abroad, and knowing well that most of the forraigne posts were heretofore well setled by the labour and industrie of the said De Questor, did thinke fitt that he, being a person well approved of for his experience, fidelitie and industrie for divers yeares together in the discharge of the said imployment, shall be continued and quietlie established in the execution of the same according to his said lres patents; and upon reviewe now taken of theire Order of the 22th November 1626, wherein libertie was given as well to all other Compnies of Merchants as to the Merchants Adventurers to send theire lres and dispatches by Messers of theire own choosing, Theire Lopps, upon weightie reason of State, doe hereby

revoke and annull there said Order, and doe give libertie only to the Compnie of Merchant Adventurers, and not to any other Compnie of Merchants, to conveye theire owne lres and dispatches only, by a Messenr of theire owne choosing, into forraigne parts—vizt to the Citty of Hamborgh and Towne of Delph where the Staples of Cloth are now fetched, or to such other place or places whether the same shall happen to be removed; wch Messenr is likewise to enter into sufficient Bond with good Sureties to His Mates use, to be taken by the Clarke of the Councell attendant, not to carry or convey any other lres but those only wch concerne the said Compnie of Merchants Adventurers: And that the said Messen shall not keepe any publick Office, nor hange up any tables, or weare any Badge, wch are the Characters and Markes of a publick Postmaster, and wch are to be allowed only to the saide Mathew de Questor, as being Postmas, Gnall for forraigne dispatches, by approbacon of the State and Lres Pattents from His Matie as aforesaid: And it is further hereby thought fitt and Ordered, that all other Compies of Merchants, and every of them, shall send theire lres and dispatches by the said Mathew de Questor only, as heretofore they have bin accustomed; Hereof as well the said Merchants Adventurers as all other Compnies of Merchants, and every of them, are to take knowledge and to conforme themselves, as they will answere the contrary at theire pills: Provided nevertheless, accordinge to the aforesaid Order of the 22th of November last, that the said Compnie of Merchants Adventurers doe acquaint His Mates Secretaryes of State from tyme to tyme what person they shall make choice of to be theire Messenr, that in case they shall finde iust cause to except against the choice made by the said Compnie, that then the Compnie should proceed to the Election of some other that may be without exception; And Provided also that, in tymes of warre and danger to the State, the said Compnie of Merchant Adventurers, and all other Compnies of Merchants, doe acquainte the Secretaryes of State from tyme to tyme (if they shall require it) wth theire said Lres and dispatches into forraigne parts.

## — XXVIII. —

(Mr. *Lechmere*, 13.) A. D. 1627–8.

ORDER made by the Lords Referees (inclosed in the Letter of Secretary Sir *John Coke* to Secretary Lord *Conway*).

WHEREAS, upon the generall and humble Petition of the Marchants of London, it hath pleased His Maty to referr unto us the consideracon of ye differences betweene ye Petitioners and Matthew de Quester and his sonne, concerning ye carrieing and recarrying of the said Marchants Lres unto and from the partes beyond the seas, and that in ye meane while the Marchants should not be interrupted in their necessarie and urgent affaires; But because we cannoit for ye psent give a finall dispatch to that busines, but purpose wth all convenient speed to meete and heare the parties, and finallie to determine theis differences according to His Mates commaund unto us; and least in the meane tyme the Marchants might suffer some inconvenience by interrupcon of their trade or intercourse, Wee have thought fitt to advise you, that you doe not any way interrupt the conveying or reconveying of the Marchants Lres, untill wee shall have ye oppertunity to settle and compose this busines. And this to be done wthout any piudice to the ptences of either ptie. Dated at Whitehall, this 26th of February, 1627.

*H. Manchaster.*
*E. Dorset.*
*Carlisle.*
*Grandison.*
*Ro. Heath.*

To our loveing friends Mr Mathew de Quester and his sonne, and all others for him or them, Mr John Robinson, and Mr. George Tucker, His Mts Principal Searchers at Graves-End, and to all others whome theis pnts may apperteine.

## — XXIX. —

(Mr. *Lechmere*, 14.) A. D. 1627–8.

State Paper Office.

Secretary Sir John Coke to Secretary Lord Conway; 29 Feb. 1627–8.

Secretary Sir *John Coke* to Secretary Lord *Conway*. (Domestic).

Right honourable,

I SEND unto you a copie of an order wch this day was served uppon de Questor, his Mtes Postmaster for foren parts; and it is no lesse in effect then a prohibition or supersedeas frō the execution of that place wch hee enioyeth, under the broad seale of England, from King Jeams & King Charls: and is also a revocation of manie proclamations made by Queen Elizabeth & by the said Kings, and a nullifving of that order, made at a ful councel boord, wch his Mte, at the motion of the Lord Chamberlen, your Lordship & myself (to whom by vertu of the said proclamations the protection of that office is referred) comanded to bee no more questioned nor altered in anie sort. I confess it trobleth mee to see the audacitie of men in theis times, & that Billingsley, a broker by trade, should dare to attempt thus often to question the Kings service, and to derive that power of foren letters unto

unto merchants, wch in al states is a branch of regal authoritie; nether can anie place in Christendom bee named wher merchants are allowed to send their letters by other body or posts, then by those only wch are authorised by the state. And though, in favor, the merchants adventurers here, for their mart towns, have been suffred to send their letters to and from those towns only, and concerning their merchants affairs and no other, by a man of their own choise; yet that this man of theirs should bee suffred to carie al letters from other places, and from al merchants in general, and much less the letters of strangers or ambassadors, was never thought fitt, nor durst anie attempt to do it. Indeed the merchants purse hath swayed verie mutch in other matters in former times, but I never heard that it incroched uppon the Kings prerogatives till now. Your Lordship best knoweth what accompt wee shal bee hable to give in our places of that wch passeth by letters in or out of the land, if everie man may convey lrs, under the covers of merchants, to whome & what place hee pleaseth. Whether this reference were obteined frō his Mte by Mr. Atturney (who is one of the referries joyned wth the four Lords) or by whom els, I can not learn: but I p̄sume, who soever gott it, hee farbare to informe his Mte how much it concerned his own service, and how unfit a time this is to give libertie to everie man to write & send what hee list; and what wrong was donne to the Lord Chamberlen & Secretaries (to whom the Proclamations referre the businesses of this office) to bee altogether excluded. I presume your Lordp wil find it fit to acquaint his Mte wth the progress of theis things, & then what hee pleaseth to cōand, must be obeyed. But if, uppon your Lordships true relation of his own interest in this business, hee shal thinck fit to resent it, & to reforme this appeale frō him self by proclamation and patent, and frō the order of al his Councel, to a few, thowgh worthie Lords, yet not al particularly acquainted wth foren affairs and the importance of governing Posts for his Mtys best service; then your Lordsp may move his Mte for a revocation of this reference, at least of this order made before the cawse bee hard; wherby the service is put to a stand, so as the merchants wil never solicit further hearing, when they enjoy their ful desire wthout anie debate. This I leave to your Lordships wisdom, & wthal send herewith a bil for his Mts signature concerning the Bishop of Landaf, recōended by the Lord Thrērs marck. So humbly resting

Your Lordships
humble servant,
(signed) *John Coke.*

London, 30 Feb. (29th qu?) 1627.

## — XXX. —

(Commons' Journals, 1628).

Privilege granted to Henry Billingsley, to go abroad with his keeper, to instruct his counsel and prosecute his petition. May 1, 1628. 1 Com. Journ. p. 891.

Mr. Earle reporteth from the Committee, concerning Billingsley and De Questor.—Use for the Lord Stanhop's Patent for 80 Years; a Verdict for it, 1° Caroli. June 24, 1628. 1 Com. Journ. p. 918.

The opinion of the Committee, that this Patent to De Questor [is] a grievance to the subject, in the execution; and that he was unduly procured, by De Questor's means, to be imprisoned, and without cause. That the opinion of the Committee, that a Petition should be framed to the King, for his enlargement.

Upon question, this Patent to De Questor, for the sole carrying Letters out of the kingdom and into it, a grievance in the execution; and that a Petition be framed to the King, for Billingsley's enlargement out of prison.

The same Committee to draw this Petition to-morrow morning, seven clock, Court Wards.

## — XXXI. —

(Mr. *Lechmere*, 16.) 27 June 1628.

ADDRESS of the House of Commons to King Charles the First. (Domestic.)

To the King's most Excellent Matie.

May it please yor Matie to be informed, that whereas Charles Lord Stanhope of Harrington, haveing the office of Postmaster within yor dominions, did depute one Henry Billingsley for the carriage of Lres and Packetts beyond the seas out of yor dominions, who likewise was imployed by the Marchants in the dispatch of their Lres; yet nevertheless, of late, one Mathew de Quester, clayming to have the sole carrying of Lres in the parts beyond the seas out of yor dominions, by color of a Patent made unto him in the 17th yeere of the raigne of yor Royall Father, interrupted the Lord Stanhope and the Marchantes in sending of Lres by Billingsley; whereas formerly, time out of minde, the carriage of Lres and pacquetts beyond the seas, out of your Mties dominions, belonged to the Lord Stanhope's office: And the said de Quester, by collor of his said patent, hath taken to himself the sole carriage of all Lres and packetts beyond the seas out of yor dominions, and from thence hither; whereupon the Lord Stanhope questioned his soe doeinge by suite in lawe, and of late had a verdict against de Quester for the same: Since which tyme the Lord Stanhope and the Marchants, havinge imployed the said Billingsley in carrying of Lres, as formerly they had done, the saide de Quester of late, by a warrant from some of yor Mties most hoble Privey Councell, procured Billingsley to be imprisoned in the Marshallsea, where nowe hee hath been 13 weekes a prisoner, and soe

State Paper Office. (Domestic.)

soe remayneth, for carrying of Lres and packetts beyond the sea; and upon complaint made before us by the Marchants in generall, and by the said Billingsley of the same, and of other misdemeanors committed by the said de Quester, wee doe finde the imprisonment of Billingsley to be procured by the undue suggestion of de Quester:

Wherefore wee, yor dutifull and loyall Comons assembled in this psent Parliamt, doe humblie beseech yor Mtie, that of yor Royall grace and clemencie, you will voutsafe to give order and direction for the enlargement and setting at libertie of the said Billingsley out of prison.

By the Lord President *Manchester*.

My Lord,—I think it were fitt, after so many weekes' imprisonment, that this party, Billingsley, were now discharged, except yo Lordp know other cause to the contrary.

Yo Lops servant,

27 Junij 1628. (signed) *H. Manchester*.

## — XXXII. —

(Mr. *Lechmere*, 17.) 30 June 1628.

Petition of all the Posts in England.

To the Right Honoble the Lords of His Maties most honorable Privy Councell.

State Paper Office. The humble petition of all the Posts of England, being in nomber 99 poore men.

Sheweth

(Domestic.) That whereas divers of these poore men lye now in prison, to the utter undoing of themselves, their poore wives and children, and many of the rest daily threatened to bee arrested by reason of their great debts wch they are in for want of their enterteynment, they beeing unpaid ever since the last of November 1621 till this present time, which some, till the last day of June 1628, ariseth to 22,626£. 19s. 3d. notwithstanding the great charge they are at in keeping of many servants and horses to doe His Matie service. And whereas they have, to their great charge and trouble, procured severall References from the Kings Matie and the Commissioners of the Revenue to the Lo. Tresorer, and Mr. Chancellor of the Exchequer, whereof they have hitherto had no benefitt.

They most humbly beseech yor LLpps, that you would bee pleased to take them (amongst the rest of His Mates servants) into your consideration for their present supply, and setling of a certeyne course of payment hereafter, as in yo grave wisedomes shall seeme fitt.

And they will ever pray for yor LLpps.

## — XXXIII. —

(Sir *F. Palgrave*, 13) 1631–2.

Vicesima octava pars Paten' de anno Rr Caroli septimo.

15 March 1632. D. Cofi Offic } p Willo Frizell, & al. } Charles, by the Grace of God, &c.: To all to whome theis presentꝭ shall come, greeting. Whereas our late Royall father, King James of blessed memorie, in and by ten lres patentꝭ, sealed with the greate Seale of England, bearing date at Westm, the thirtieth day of Aprill, in the seaventeeth yeare of his raigne of England, Fraunce, and Ireland, and of Scotland the twoe and fiftieth, reciting as therein is recited, for the causes and consideracons therein expressed, willed, ordayned, constituted, and appointed, that for ever then after there should be one office or place, which should be, and should be called the Office of Postmaster of England for forraigne partes being out of the Domynions of our late father, his heires or successors: And that the said Office should be for ever a sole office of itselfe, and not member or parte of, or belonging vnto any other office or place of Postmaster whatsoever: And that there should be then after one or more sufficient pson or psons, by our said late deare father, his heires and successors, from tyme to tyme to be nomynated and appointed, which should be, and should be called the Postmaster or Postmasters of England for forrayne partes being out of the Domynions of his Majestie, his heires and successors; unto wch pson and psons, soe to be from tyme to tyme nomynated and appointed, our said father did by his said lres patentꝭ for him, his heires and successores, give, graunt, lymitt, assigne, and appoint full and sole liberty, power, and authoritie by himselfe or themselves, or his or their deputie or deputies, servant or servantꝭ, to have the sole and only taking vpp, sending, and conveying of all packetꝭ and lres concnyng the svice of our said late father, his heires and successors, and of all other packettꝭ and lres, the carriage or conveying whereof then was or thentofore had been accompted, deemed, or taken to have been incident or pperly or accustomably belonging to any Postmaster, into the said forrayne partꝭ or any of them, and the sole doeing and executinge of all other matters and things incident or belonging to the Office or place of a Postmaster which should any waies concne any service or busines to be dispatched into or from any the saide forraigne partꝭ, in as large and ample manner as any other Postmaster within the Realme of England thentofore had done or might doe the like for or within the Realme of England, or any other our said ffather's Domynions, and to have the sole nomynating, appoynting, and establishinge of Postꝭ and Carriers necessary and convenient, as well within the Realme of England as in any forraigne partꝭ for the conveying, exporting, and importing such lres and packettꝭ as aforesaide. And our said late ffather did in and by his said lres patentꝭ, for hym, his heires and successors, graunt that it should and might be lawfull

lawfull for, and did thereby give power and authority vnto the saide pson and psons soe to be noïated and appoynted as aforesaide, by himselfe or themselues, or his or their deputy or deputies, servant or servantꝭ, from tyme to tyme to demand, aske, receave, and take for the execucõn of the saide Office, and for his and theire labor and paynes to be taken therein, of the party and parties which should imploy hym or them, or any of them, to any the purposes aforesaide, all and the like soñe and soñes of money, benifittꝭ, allowanceꝭ, paymentꝭ, rewardꝭ, rates and emolumentꝭ respectively as then were or thentofore had bene lawfully or vsually taken for or in respect of the doeinge or pforming of the same or the like busines. And the same being soe receaved, taken, and had by the said pson or psons soe to be noïated and appoynted, or his or theire deputies or servantꝭ as is aforesaide, to vse, enioy, and convert to his and theire owne pper vse and vses, without any accompt or any other thinge theretofore to our saide ffather, his heires or successors, or to any others, to be rendered, paid, made, or given: And further, our saide late ffather, for and in consideracõn of the aforesaide good service thentofore done vnto hym by the *saide* Mathewe de Quester, did by the saide ſers patentꝭ, for him, his heires and succesors, give and graunte vnto the said Mathewe de Quester, and Mathewe de Quester his sonne, the aforesaide office or place of Postmaster of England for Forraigne partꝭ beinge out of the Domynions of our saide ffather, his heires and successors: and them the first and ꝑsent Postmasters of England for forraigne partꝭ beinge out of the Domynions of the saide late Kinge, his heires and successors, to doe, execute, and pforme all and singuler thingꝭ to the saide office in manner aforesaide belonging or apperteyning, or by vtue of the said lres patentꝭ to be done, executed, or pformed, did thereby create and ordeyne, to have, hold, vse, exercise and enioy the saide office of Postmaster of England for forraigne partꝭ beinge out of the Domynions of our saide ffather, his heires and succesors, with the appurteñacꝭ, togither with the aforesaide powers, priuiledgꝭ, authorities, soñe and soñes of money, benifittꝭ, allowanceꝭ, paymentꝭ, rewardꝭ, rates and emolumentꝭ in the saide lres patentꝭ mencõned, to the saide Mathewe de Quester the ffather and Mathewe de Quester the sonne, as well by themselves or either of them as by theire or either of theire sufficient deputy or deputies, servant or servantꝭ, for and during the naturall lives of the saide Mathewe de Quester the ffather and Mathewe de Quester the sonne, and for and duringe the naturall life of the longer liver of them, as by the saide lres patentꝭ, amongst other powers and priviledges therein conteyned, more at large it doth and may appeare: And whereas in certen other his saide late Majesties lres patentꝭ vnder the great Seale of England, bearinge date the nyneteenth day of December in the one and twentith yeare of his raigne of England, &c., it is mencõned that sithence the makeinge of the saide recited lres patentꝭ, Charles Lord Stanhope of Harrington made complaynt vnto his saide late Majesty that the said graunt, made vnto the said Mathewe de Quester the father and Mathewe de Quester the sonne, did trench into the office which the saide Lord Stanhope held for Postmastershipp within his saide majesties Domynions, by vertue of his Maiestys lres patentꝭ made in the fifte yeare of his raigne of England vnto John late Lord Stanhope, father of the saide Charles Lord Stanhope, for his life, and afterwards vnto the saide Charles nowe Lord Stanhope, duringe his life; which complaint his Majestie referred vnto William late Earle of Pembroke, then Lord Chamberlayne of his Majesties householeld, and to Sir George Calvert, knight, then one of his Maiesties principall Secretaries of State, nowe Lord Baltimore, and to Sir Thomas Coventry, knight, then his Majesties attorney geñall, nowe Lord Coventry and Keeper of our great Seale of England, and to Sir Robert Heath, knight, then his Majesties sollicitor geñall, nowe Lord Chiefe Justice of our Courte of Comon Pleas at Westm, and from them had receaved a certificate vnder theire hande that the saide Lord Stanhope's graunt of the office of master of his Majestie's posts did extend but to such servicꝭ as were to be done in the realme of England and other our saide father's Domynions, and that his Maiesties saide graunt to the said Mathewe de Quester the father and Mathewe de Quester the sonne did extend only to services to be done in forraigne partꝭ out of his Maiesties Domynions, and that the saide Lord Stanhope had not shewed them any thinge materiall to impeach that latter graunt made vnto the saide Mathewe de Quester the ffather and Mathewe de Quester the sonne, but that both grauntꝭ might well stand togither, being of distant places, and that therefore the saide Lord Stanhope, or any other deriving any authority from or vnder him, ought not to give any interrupcõn to the saide Mathewe de Quester in his service: And whereas his Maiesty, beinge informed that, as well depending of the saide reference as then of late, and since the makeinge of the said certificate vnto his saide late Maiesty, the saide Lord Stanhope and some others, ptending to be authorized vnder hym, had, as well by setting vpp of Bills and Writingꝭ in publique places within the Citty of London as otherwise, indeavored to interrupt his Maiesties saide graunt and lres patentꝭ made to the said Mathewe de Quester the ffather and Mathewe de Quester the sonne, in derogacõn of his saide Maiesty, and to the hindrance, disturbance, and distraccõn of the service to be executed in forraine partꝭ, his saide late Maiesty, to the end such distraccõns which by the meanes aforesaide had arisen, or might then after arise to the disturbance of his Maiesties service, might be quieted and ꝓvented for the tyme to come, thought meete to signify, and did thereby signify, publish, and declare the ꝓmises to all to whome the same did or should in any wise appertayne, that his Maiesty well approved and allowed the certificate and opinion before mencõned: And therefore it was his Maiesties will and pleasure that the saide lres patentꝭ bearinge date the saide thirtith day of Aprill, and all the powers, priviledgꝭ, servicꝭ, and authorities therein conteyned or thereby required to be done, to be from thenceforth in all pointꝭ, and to all intentꝭ, construccõns, and purposes, effectually put in execucõn by the saide Mathewe de Quester the ffather and Mathewe de Quester the sonne, or either of them, theire or either of theire Deputies or Assignes, according to the true intent and meaninge of the same, without the lett, impediment, hindrance,

Examined.

hindrance, impeachment, or disturbance of acy pson or psons whatsoever: And for the better effectinge of that his Maiesties pleasure, his Majesty did by the same lres patentꝭ phibite all and singuler pson and psons whatsoever, other then the saide Mathewe de Quester the ffather and Mathewe be Quester the sonne, and his and theire Deputies, Servantꝭ, and assignes, directly or indirectly to doe, execute, pforme, or intrude themselves to have any imployment in or aboute any thing which should or ought to be done by them the saide Mathewe de Quester the ffather and Mathewe de Quester the sonne, or his or theire Deputies, Servantꝭ, or Assignes, without the deputacõn, licence, or allowance of them or the longer liver of them, vppon payne of the indignacõn and displeasure of his Maiesty, his heires and successors, and vppon such paynes and penalties as might be inflicted vppon the offenders for contempt of that his Maiesties royall comaundement, as by the last mencõned lres patents, amongst other thingꝭ therein conteyned, more at large it doth and may appeare: And whereas the saide Mathewe de Quester the sonne is dead, and the saide Mathewe de Quester the ffather is yet livinge: Know ye, that it is our pleasure that the saide Office shall have ppetuall contynuance; and that we, reposinge trust in the fidelities, discrecõns, care, and diligence of our welbeloved subjectꝭ William Frizell and Thomas Withering, gent, of our especiall grace, certayne knowledge, and meere mocõn, have given and graunted, and by these psentꝭ for vs, our heires and successors, doe give and graunt vnto the saide William Frizell and Thomas Withering the foresaide office or place of Postmaster of England for forraigne partꝭ beinge out of the Domynions of vs our heires and Successors; and them the saide William Frizell and Thomas Withering the Postmaster and Postmasters of England for forraigne parts being out of the Domynions of vs, our heires and Successors, to doe, execute and pforme all and singuler things to the saide Office in manner aforesaide belonginge or apperteyninge, or that by any Officer or Officers, by vtue of the said lres patentꝭ or either of them, or by vertue of the saide Office, can, may, might, could or ought to be done, executed or performed, we for vs, our heires and successors, nomynate, appoynt, make, create and ordeyne by these psents; To have hold, vse, exercise and enioy the saide Office of Postmaster of England for forraigne partꝭ being out of the Domynions of vs, our heires and successors, with the appurtenancꝭ, togither with the aforesaide powers, priviledges, authorities, some and somes of money, benefittꝭ, paymentꝭ, allowanceꝭ, rewardꝭ, rates and emoluments before mencõned in the saide recited lres patentꝭ, to the saide William Frizell and Thomas Withering, as well by themselves or either of them as by theire or either of theire sufficient deputy or deputies, servant or servantꝭ, assignee or assignes, for and duringe the naturall lives of the saide William Frizell and Thomas Witheringe, and for and duringe the naturall life of the longer liver of them, ymediately from and after and as soone as the saide Office and pmisses graunted or ordeyned by the said lres patentꝭ or either of them, by death, surrender, forfeiture or other determynacõn of the state and intest of the saide Mathewe de Quester the ffather, shall become voide. Wherefore we doe by these psents, for vs, our heires and successors, require and comaund the said William Frizell and Thomas Withering, and the longer liver of them, that he and they doe from tyme to tyme diligently attend and intend this our service: And to thend the said William Frizell and Thomas Withering may the better have, vse and exercise the saide Office, and take and enioy the benefitt of this our graunt, we doe hereby for vs, our heires and successors, phibit all and singuler pson and psons whatsoever other then the said William Frizell and Thomas Withering, and his and their deputies, servantꝭ and assignes directly or indirectly, from and after the determynacõn of the estate and interest of the saide Mathewe de Quester the father, to doe, execute or pforme, or intrude themselves to have any ymployment in or about anything which shall or ought to be done by them the said William Frizell and Thomas Withering, their deputies, servantꝭ or assignes, without the deputacõn, licence or allouance of them or the longer liver of them, vpon payne of the indignacõn and displeasure of vs, our heires and successors, and vpon such paynes and penalties as maie be inflicted vpon the offendors for contempt of this our royall comaundement. And our further will and pleasure is, and wee doe hereby for vs, our heires and successors, charg and comaund, that the Lord Chamberlaine of our Houshold, the Lord Warden of our Cinque Portes, our Secreataries of State, and all Maiors, Sheriffs, Justices, Bayliffꝭ, and all speciall Comissioners and all Searchers of our portes, and all other the officers and ministers of vs, our heires and successors, wheresoever, in their severall Jurisdiccõns, offices and places, not only to be aiding and assisting vnto the said William Frizell and Thomas Withering, their servantꝭ, deputies and assignes, and everie of them, in the execucõn of the said office, and the service and busines thereby required or appointed to be done or pformed by them, but alsoe to their utmost powers to represse, staie and hinder the pceedings of all intruders and disavowed psons and others which shall presume to attempt or goe aboute, directlie or indirectlie, to doe, pforme or execute any matter or thing whatsoever, contrarie to our pleasure herein declared. And our will and pleasure is that theis our lres patentꝭ, or the Inrollment thereof, shall be in all thinges firme and availeable in lawe to all contruccõns and purposes for the benefitt and on the behalfe of the said William Frizell and Thomas Withering and the longer liver of them, and his and their deputies and assignes, notwithstanding the not reciting or not rightly reciting or misreciting of any lres patentꝭ, graunteꝭ or certificatꝭ concernyng the pmisses, and notwithstanding the not pticuler namyng, setting downe or mencõnyng, or not rightly mencõnyng of the somes of money, allowances, benefittꝭ, rewardꝭ, rates or paymentꝭ aforesaide, or any of them, or of any matter or thing to be done by vertue hereof; and notwithstanding any other defects in their psentꝭ whatsoever, Although expresse mencõn, &c. In witness, &c Witness our selfe at Westm the fifteenth daie of March. P Bre de privato Sigillo, &c.

## — XXXIV. —

(Miscellaneous, 4—Rymer xix. 385.) 19 July 1632.

A Proclamation concerning the Postmaster of *England* for Forraigne Parts. 19 July 1632.

Whereas his Majestie's Father, King James, of happy memory, for urgent causes did constitute an office, called the Office of Postmaster of England for Forraigne Parts, being out of his dominions, to be exercised by some meete persons, to be appointed by the King's Majesty, that should have the sole taking up, sending, and conveying of all packets and letters concerning his service, and of all other packets and letters the carriage and conveying whereof had been belonging to any postmaster into forraigne parts, with power to take moderate salaries, and graunted that office to Mathewe de Quester, and Mathewe de Quester his son, for their lives.

And by occasion that others intromitted in the execution of the said place, taking upon them to take up letters and to send them into forraigne parts, it was resolved by his late Majestie's Councell, that they ought not therein to intermeddle; and thereupon his Majesty did publiquly prohibite all others, that they should not, directly or indirectly, exercise or intrude themselves to have any imployment in or about anything which ought to be done by the said officers, and commaunded those of his Honourable Councell, and others, to be ayding to the said postmasters and their deputies, and to hinder the proceedings of all intruders and disavowed persons, which should presume to attempt or go about, directly or indirectly, to do or execute any thing contrary to his Majestie's pleasure therein declared;

Sithence which the said Mathewe, the sonne, dyed, and the said Mathewe de Quester, the father, his Majestie's postmaster for forraigne parts, being aged and infirm, did make and substitute William Frizell and Thomas Witherings his deputies, to do all things apperteyning to his office;

And his Majesty, takeing notice of the abilities and trustiness of the said deputies in the execution of their said office, hath been well pleased to accept and approve of that substiution; and the said William Frizell and Thomas Witherings have faithfully and diligently attended the execution of the said office, as well as in taking up, receiving, carefull and just delivery, and dispersing of letters sent from parts beyond the seas, as in transmitting them into these parts;

And divers principall merchants of the English nation, under their hands, have made certificate to his Majesty, that they conceive them fit and able for that place, praying his Majesty to continue them, not suffering strangers to make their choice, which would be to their great prejudice.

Our said Sovereign Lord the King, affecting the welfare of his people, and taking into his Princely consideration how much it import his state and this realm, that the secrets thereof be not disclosed to forraigne nations, which cannot be prevented if a promiscuous use of transmitting or taking up of forraigne letters and packets should be suffered, which will also be no small prejudice to his said merchants in their trading;

His Majesty therefore doth straightly charge and command all his people, as well aliens as denizens, that none of them, other than the said William Frizell and Thomas Witherings, presume to take up or transmit such forraigne packets or letters, or exercise that (which) to the office of Postmaster for Forraigne Parts, out of his Majestys dominions, in any sort pertaineth; and that none of them, in receiving, taking, or transmitting such letters, [or] *Sic.* shall exercise that which to the office of such postmaster pertaineth, at their utmost perils.

Given at the Court at Oatelands, the 19th day of July, in the 8th year of the Raigne of Our Soveraigne Lord, Charles, by the grace of God, King of England, Scotland, France, and Ireland, Defender of the Faith, &c.

Per ipsum Regem.

## — XXXV. —

(Mr. *Lechmere*, 20.) June 1635.

A Proposition for setling of Staffets or pacquet posts betwixt London and all parts of his Maiesties dominions, for the carrying and recarrying of his subiects lres. The cleere proffitt whereof to goe towards the payment of the Postmrs of ye Roades of England, for wch his Matie is now chardged wth 3400£. p añm. State Paper Office. (Domestic.)

In the first place, a certen office or compting house to be by his Matie appointed wthin the cittie of London, of purpose for carrying out & receiving in of all Lres to be conveyed from ye cittie of London into all pts wthin his Mats dominions & answers thereof retorned to the said Cittie of London, according as occasion shall serve.

Inprimis, for the Northerne and Scotland roade, All lres to be put into one Portmantle that shalbe directed to Edenburgh in Scotland, and for all places of the sd roade, or neere the sd roade, to be accordinglie put into ye sd Portmantle, wth pticuler baggs directed to such Postmrs as live upon the Road neere unto any Cittie or Towne Corporate.

As for Example.

One Bagge to be directed to Cambridge wth such lres therein as shalbe directed to that place or neere thereunto; to take port for them as is now pd to the Carriers, wch is Two pence a single lre, and so accordinglie as they shalbe in bignes. At Cambridge a foot-post to be provided, wth a knowne badge of his Mats Armes, whome upon the markett daies

is to goe to all Townes w^th^in 6: 8: or 10 miles, there to receive & deliver all such lres as shalbe directed to those places. The lres that the s^d^ footpost shall then and there receive, hee is to bring them to the s^d^ Towne of Cambridge before the retorne of the Portmantle out of Scotland, w^ch^ is to retorne at a certen daie & houre, by w^ch^ meanes they maie be upon the verie instante comeing back of the s^d^ Portmantle, as before, put into a little bagge, w^ch^ s^d^ bagg is to be put into y^e^ s^d^ Portmantle as aforesaid. It is alwaies to be understood that upon the verie instant cominge of the Portmantle to Cambridge, the bagg of lres for that place & thereaboutes ymmediatly to be tooke out of the s^d^ Portmantle; the s^d^ Portmantle being presentlie to goe forwards, night and day, w^th^out stay, to Huntingdon, w^th^ fresh horse & man. At w^ch^ place the like rule is to be observed as before at Cambridge, & so the s^d^ Portmantle is to goe from Stage to Stage, night & day, till it shall come to Edenburgh. The bags of lres to be left at all Stages as at Cambridg and Huntingdon, as before.

Only it is to be understood, that the further the lres shall goe, the port thereof is to be advanced, as to 3^d^, 4^d^, & 6^d^, & to Scotland more. By this way of carrying and recarrying of lres, his Ma^ts^ subjects shall, once in 6 daies, receive answer from Edenburgh in Scotland, and so consequentlie from all p^ts^ betwixt London & Scotland.

The daie and howre of the comeing and going of the s^d^ Portmantle to and from London to be alwaies certaine. By w^ch^ meanes all Stages upon the Road will knowe at what certen howre the Portmantle is to come to y^t^ place.

It is truth it maie be alledged, that some Citties & Townes of noate will lye so farre from any of the mayne Roads of England, as Hull & other Townes of noate upon the Sea coasts, as that it wilbe impossible for a footman to carry and recarry the s^d^ lres w^th^in such time as shalbe limitted: for remedie thereof a horse is to be provided for the s^d^ footpost, for the execac̃on of the s^d^ service w^th^ more expedic̃on.

The like rule is to be observed to Westchester & so to Ireland.

The like rule is to be observed to Oxford, Bristoll, & so to Ireland.

The like rule is to be observed to Worcester, Shrewesbury, and so to y^e^ Marches of Wales.

The like rule to be observed to Exceter, & so to Plymouth.

The like rule to be observed to Canterbury, & so to Dovo^r^

The like rule to be observed to Chelmesford, Colchester, and so to Harw^ch^.

The like rule to be observed to Newmarket, Bury, Norw^ch^, and so to Yarmouth.

In the first place, it wilbe a great furtherance to the correspondency betwixt London & Scotland, & London & Ireland, and great help to Trades, & true affec̃on of his Ma^ts^ subiects betwixt theis kingdomes, which, for want of true correspondency of lres, is now destroyed, & a thing above all things observed by all other nations.

As for example.

If anie of his Ma^ts^ subiects shall write to Madrill, in Spain, hee shall receive answer sooner & surer then hee shall out of Scotland or Ireland. The lres being now carried by carriers or footposts 16 or 18 miles a day, it is full two monthes before any answer can be received from Scotland or Ireland to London, w^ch^ by this Conveyance all lres shall goe 120 miles at y^e^ least in one day & night.

It will Secondlie be alledged, that it is a wrong to the Carriers that bring the said letters. To which is answered, a Carrier setts out from Westchester to London on the Mundaie, w^ch^ is 120 miles. The s^d^ Carrier is 8 daies upon the Road, and upon his cominge to London delivers his letters of advise for his relodinge to Westchester againe, and his forced to staie in London two daies at extraordinary charges before he can get his loding redy.

By this Conveyance lres wilbe frō Westchester to London in one day & night, so that the s^d^ Carriers loading wilbe made ready a weeke before the s^d^ Carriers shall come to London, and they no sooner come to London but maie be redy to depte againe.

The like will fall out in all other pts.

Besides, if at any time there should be occasion to write from anie of the coast Townes in England or Scotland to London, by this Conveyance lres wilbe brought ymmediatly; & from all such places there wilbe weekely advise to & from London.

As for Example.

Anie fight at Sea; any distress of his Ma^ts^ shipps, (w^ch^ God forbidd), anie wrong offered by anie other nation to any of y^e^ Coastes of England, or anie of his Ma^ts^ forts; the Posts being punctually paid, the newes will come sooner then thought.

It wilbe, thirdlie, alledged that this service maie be p̃tended by the Lo: Stanhope to be in his graunt of Post M^r^ of England. To w^ch^ is answered, neither to Lo: Stanhope, nor anie other that ever enjoyed the Postm^s^ place of England, had any benefitt of the carrying and recarrying of the subiects Lres: besides, the profitt is to paie y^e^ Posts of the Road, w^ch^ next unto his Ma^tie^, belong to y^e^ office of the s^d^ Lo: Stanhope, and upon determinac̃on of any of the s^d^ Posts places, by death or otherwise, the Lo: Stanhope will make as much of them as hath heretofore bin made by this said advancement of all theire places.

The Lord Stanhope now enioying what either hee or any of his Predecesso^s^ hath ever heretofore done to this day.

(Indorsed by Sec. Coke.)

"Proposition for Missive Letters."

## — XXXVI. —

(Miscellaneous, 5—Rymer, xix. 649.) 31 July 1635.

A PROCLAMATION for the settling of the Letter-office of *England* and *Scotland*.

Whereas to this time there hath been no certain or constant intercourse between the Kingdoms of England and Scotland, his Majesty hath been graciously pleased to command his servant, Thomas Witherings Esquire, his Majesties Posmaster of England for foreign parts, to settle a running post or two, to run, night and day, between Edinburgh in Scotland and the City of London, to go thither and come back again in six days, and to take with them all such letters as shall be directed to any post-town, or any place near any post-town in the said road, which letters to be left at the post-house, or some other house as the said Thomas Witherings shall think convenient; and by-posts to be placed at several places out of the said road, to run and bring in and carry out of the said roads the letters from Lincoln, Hull, and other places, as there shall be occasion, and answers to be brought again accordingly, and to pay post for the carrying and re-carrying of the said letters, 2 *d.* the single letter, if under fourscore miles; and between fourscore and 140 miles, 4 *d.*; if above 140 miles, then 6 *d.* and upon the Borders of Scotland and in Scotland 8 *d.*; if there be two, three, four, or five letters in one packet, or more, then to pay according to the bigness of the said packet after the rate as before; which money for post, as before, is to be paid upon the receiving and delivery of the said letters here in London. The like rule his Majesty is graciously pleased to order the said Thomas Witherings to observe to Westchester, Hollyhead, and from thence to Ireland, according to a provision made by the Lord Deputy and council there, and to take post betwixt the City of London and Hollyhead as before to the northward, and to go thither and bring answers back to the City of London from all the places in that road in six days, which is constantly hereafter to be observed, and to settle by-posts in the said road as there shall be occasion, for the benefit of all his Majesties loving subjects. His Majesty is pleased further to command the said Thomas Witherings to observe the like rule from the City of London to Plymouth, and to provide sufficient messengers to run night and day to Plymouth, and to return within six days to the City of London, and for the carriage of the said letters to Plymouth, Exeter, and other places in that road, his Majesty doth order the said Thomas Witherings to take the like post that now is paid, as near as possibly he can; and further his Majesty doth command and order the said Thomas Witherings, as soon as possibly may be, to settle the like conveyance for letters from Oxon, Bristol and other places on the road, for the benefit of all his subjects; and the like the said Thomas Witherings is to observe with all convenient speed to Colchester, and so to Norwich and divers other places in that road, the three first conveyances from London to Edinburgh, from London to Westchester and Hollyhead in Wales, and from London to Plymouth and Exeter, are to begin the first week after Michaelmas next.

Now, for the better enabling the said Thomas Witherings to go forward with this service, and for the advancement of all his Majesty's subjects in their trade and correspondence, his Majesty doth hereby command and order all his Postmasters, upon all the roads of England, to have ready in their stables one or two horses, according as the said Thomas Witherings shall have occasion to use them, to carry such messengers, with their postmantles, as shall be imployed in the said service, to such stage or place as his present occasions shall direct him to: if the said messenger shall have occasion but for one horse, then to leave him at the place where he shall take fresh horse, paying for him 2 ½ *d.* for every mile; if two horses, then to take a guide, and pay 5 *d.* a mile.

And that the said postmasters may be provided for this service, his Majesty doth hereby order and command, that such horses as shall be proper for the said service, shall not, upon that day the messenger shall be expected, let or send forth the said horses so provided upon any other occasion whatsoever. And his Majestie's further will and pleasure is, that, from the beginning of this service or employment, no other messenger or messengers, footpost or footposts, shall take up, carry, receive, or deliver any letter or letters whatsoever, other than the messengers appointed by the said Thomas Witherings, to any such place or places as the said Thomas Witherings shall settle the conveyances aforesaid, except common known carriers, or a particular messenger to be sent on purpose with a letter by any man for his own occasions, or a letter by a friend; and if any post messenger or letter carrier whatsoever shall offend contrary to this his Majesty's Proclamation, his Majesty, upon complaint thereof made, will cause a severe exemplary punishment to be inflicted upon such delinquents. And his Majesty doth hereby strictly require and command all his loving subjects whatsoever duly to observe and perform his royal pleasure herein declared, as they will answer the contrary at their perils.

And, lastly, his Majesty doth hereby charge and command all justices of peace, mayors, sheriffs, bailiffs, constables, headboroughs, and all other his officers and ministers whatsoever to be aiding and assisting to the said Thomas Witherings in the due accomplishment of this his Majestie's will and pleasure.

Given at our Court at Bagshot, the last day of July.

Per ipsum Regem.

## — XXXVII. —

(Sir *F. Palgrave*, 11.) 25 April, 1637.

Charles, Lord Stanhope, surrenders his Patent. *Vide supra* XIX.

## — XXXVIII. —

(Miscellaneous, 6—Rymer, xx. 192.) 11 February, 1637–8.

A PROCLAMATION concerning the Carrying and Re-carrying of Letters, as well within his Majesty's Realms and Dominions as into and from Foreign Parts.

WHEREAS heretofore, by direction of his Majesty, an agreement was made betwixt Thomas Witherings, Esquire, his Majesty's Postmaster for Foreign Parts, and Monsieur Denoveau, Postmaster to the French King and his Commissees, bearing date at Calais, on the 11th day of May, A. D. 1636;—That as well all letters or packets which should be exported out of this realm into the kingdom of France, and all such letters as should be imported out of the same kingdom into the realm of England, should pass by the way of Dovor, Calais, Bulleyne, Abbeville, and Amiens, and by no other way or road whatsoever; and that all private posts, messengers, carriers, and letter-carriers, other than such posts, carriers, and messengers as should be nominated and appointed by the said Thomas Witherings and Monsieur Denoveau, should be prohibited to carry or re-carry any letter or letters between either of the said kingdoms; which agreement, being afterwards conceived to be beneficial to both States and advantageous in their commerce, was both by his Majesty and the French King reciprocally allowed of, and in pursuit whereof the French King did, by a proclamation dated at Paris the 13th day of April, A. D. 1637, prohibit all the said posts and carriers accordingly: Now his Majesty, likewise, in pursuance of the said agreement, and taking into his princely consideration how much it imports the state and this whole realm, that the secrets thereof be not disclosed to foreign nations; which cannot be prevented if promiscuous use of transmitting or taking up of foreign letters by these private posts and carriers aforesaid should be suffered, which will also be no small prejudice to his merchants in their trading: And forasmuch as there hath lately been complaint made to his Majesty's ambassadors in France, that the said carriers or letter carriers do continually pass by the way of Rye and Diepe, as formerly they did, to the great prejudice of correspondences: his Majesty doth therefore straightly charge and command, and hereby declare his royal will and pleasure to be, that from henceforth no letters or pacquets whatsoever shall pass by the way of Rye and Diepe, but all shall be transmitted by the way of Dover, Calais, Bulleyne, Abbeville, and Amiens, according to the said agreement; and his Majesty doth hereby prohibit all the said messengers and French posts, and all other posts and letter carriers whatsoever, that have formerly gone by the way of Rye and Diepe, or any other posts, carriers, or messengers, except such as shall be appointed by the said Thomas Witherings, that they do not presume to take up, transmit, carry, or re-carry any letters or pacquets whatsoever into or from any foreign parts, by the said way of Rye and Diepe, or by any other way or road whatsoever, upon pain of his Majesty's high displeasure, and the pains and penalties which may ensue:

And his Majesty, taking further into his consideration that the mutual commerce and correspondency of his subjects within his Majesty's own dominions will be as advantageous and beneficial as the trade with foreign nations, and that nothing will more increase and advance the same than the safe and speedy conveying, carrying, and re-carrying of letters from one place to another, and for the settling and confirming of a letter-office, to that end and purpose erected and constituted by his Majesty's letters patent, bearing date the 22d day of June, in the 13th year of his Majesty's reign:

Now for avoiding of all questions and scruples which might hereafter arise in disturbing of the said officer in the said service, and for restraining of several and sundry abuses and miscarriages which have been and daily are committed, to the prejudice of the said officer, and in contempt of his Majesty's royal grant and proclamation in that behalf, his Majesty's royal will and pleasure therefore is, and he doth hereby straightly charge and command, that no post or carrier whatsoever within his Majesty's dominions, other than such as shall be nominated and appointed by the said Thomas Witherings, shall presume to take up, carry receive and deliver any letter or letters, pacquet or pacquets whatsoever, to any such place or places where the said Thomas Witherings shall have settled posts, according to the said grant, except a particular messenger sent on purpose with letters by any man for his own occasions, or letters by a friend, or by common known carriers, who are hereby permitted to carry any letters, above eight hours, after their carts, waggons and packhorses travelling with the same, the ordinary known journeys that common carriers use to travel; provided always that they, nor any of their servants, at no time stay at the place from whence they carry any letters, above eight hours after their carts, waggons, or packhorses are departed, nor bring any letters to London or elsewhere above eight hours before the said carts, waggons, or packhorses shall come there; and if any post, messenger, or letter carrier whatsoever shall offend contrary to his Majesty's Proclamation, upon complaint thereof made, his Majesty will cause a severe and exemplary punishment to be inflicted upon the offenders therein. And his Majesty's further pleasure is, that it shall and may be lawful to and for the

the said Thomas Witherings and his deputies that do or shall execute the said office, to have, receive, and take for the postage and conveyance of all letters that he or they shall receive, carry and re-carry in England as aforesaid, 2 *d.* a single letter, and 4 *d.* a double, and for bigger 6 *d.* the ounce, if under 80 miles; and from 80 miles to 140 miles 4 *d.* the single and 8 *d.* the double letter, and for bigger 9 *d.* the ounce, and for 140 miles above 6 *d.* the single letter, 12 *d.* the double letter, and if bigger 12 *d.* the ounce; and for letters of Ireland, he or they shall take, according to a Proclamation published by the Lord Deputy and Council there, 9 *d.* the single letter, and if bigger, after two ounces, 6 *d.* the ounce, according as the same are limited in his Majesty's letters patents aforesaid: and if any post-boy or other servant to the master of the said letter office, his deputies or assigns, shall receive or take any post or postage twice for any letter or pacquet which he or they shall carry or re-carry as aforesaid, contrary to the true meaning hereof, then his Majesty doth hereby authorise, will and require, that the next justices of the peace, upon complaint thereof made to him or them, do punish the parties so offending according to their deserts in an exemplary way, that others may be deterred from abusing his subjects in like kind and manner. And his Majesty doth further require and command all his subjects, as well aliens as denizens and others, that they shall not deliver, or cause to be delivered any letters or pacquets to any of the said French posts, or other foreign or inland post messengers or letter carriers whatsoever, to be carried from any of the places where the said Thomas Witherings shall have settled posts within his Majesty's dominions, or to be carried out of his Majesty's realms into any foreign parts, upon pain of his high indignation, and such punishment as may be further inflicted.

And lastly, his Majesty doth hereby charge and command the mayors of Rye, Dover, Canterbury, Ipswich, Yarmouth, Norwich, Berwick, Newcastle, York, Chester, Exeter, Plymouth, Salisbury, Bristol, and all other justices of peace, mayors, sheriffs, bailiffs, constables, headboroughs, and all other his Majesty's officers, ministers, and loving subjects whatsoever, to be aiding and assisting to the said Thomas Witherings, and to take care to see the due execution of his said Majesty's proclamation, and that they suffer none within their liberties to offend against the same, as they will answer the contrary at their uttermost perils.

Witness Ourself at Westminster, the 11th day of February.

Per ipsum Regem.

## — XXXIX. —

(Miscellaneous, 7—Rymer, xx. 429.) 6 August 1640.

A PROCLAMATION concerning the Sequestration of the Office of Postmaster for Foreign Parts, and also of the Letter Office of *England*, into the hands of Philip Burlamachy, of London, Merchant.

Whereas we have received information of divers abuses and misdemeanors committed by Thomas Withering, in the execution, as well of the office of Postmaster for Foreign Parts, as also of the Letter-office within Our own dominions, and thereupon have been pleased to sequester the said offices into the hands of Philip Burlamachy, of London, merchant, who is to execute the same under the care and oversight of Our Principal Secretary of State, till We shall signify Our pleasure to the contrary; and have accordingly declared the same under Our Royal Hand and Signet, and commanded Our said Secretary to see the sequestration put in speedy execution, and to take such course that neither Our service, nor the business of the merchants, nor Our other subjects, might thereby receive any prejudice or interception: And whereas Our said Secretary, in pursuance of Our said command, hath not only affixed papers upon the Old Exchange, to give notice of this Our pleasure to all Our subjects herein concerned, but hath also given advice thereof, as well into the parts beyond the seas, as also into all places of Our own dominions, to the end that the service itself might continue in the same course wherein it was formerly, and nothing at all changed or altered therein, but only the house where the said offices are to be kept:

But, because we understand that the said Thomas Withering hath since caused certain proclamations, heretofore made and published by Our command, concerning the said offices, to be set up and affixed upon the Exchange, which may be a great distraction to this service, and may likewise raise such doubts in many of Our subjects, as may cause them to make difficulty to conform themselves to this Our pleasure:

We do, therefore, hereby supersede Our said former proclamations concerning this business, or such part of them and every of them as may be contrary to or different from this our sequestration, till We shall signify Our pleasure to the contrary; and do straightly charge and command all Our subjects, whom it doth or may concern, to conform themselves thereunto, and to the directions given by Our said secretaries for the ordering and managing of the said offices, as they tender Our pleasure, and will answer the contrary at their perils; hereby promising and declaring, that as We will defend and save harmless all and every person and persons, that by conforming themselves to this Our sequestration, and the orders thereupon given, shall contravene Our said proclamations, or incur the penalties of them, so We shall cause all such as shall oppose or disobey this Our Royal will and pleasure, to be punished according to their demerits.

Given at Our Court at Oatlands, the 6th day of August.

Per ipsum Regem.

— XL. —

(EXTRACTS from Lords' and Commons' Journals, 1641, 1642, 1643.)

Contest between the Earl of *Warwick* and Mr. *Prideaux* for Possession of the Post-Office.

2 Com. J. 16 Cha. 1, Wednesday, 10 Feb. 1640–1, p. 81, 82.

Ordered, That the Sub-committee, formerly appointed for the Committee of Grievance, to consider of the complaints of the inland posts, foreign carriers, carriers and foot-posts, be made a Committee from The House, with power to send to parties, witnesses, papers, records; and they are likewise to take into consideration the rates and prices for carrying packets and letters, and the several abuses of Mr. Witherings, and the rest of the post-masters, and have power to prepare a Bill for the preventing and remedying of the like inconvenience and abuses for the future; and are to meet to-morrow, in the afternoon, at two of the clock, in the Court of Wards, and, by order, these following are added to this Committee:

Mr. Treasurer, and 45 others.

Wednesday, 3 March 1640–1, p. 95.

Ordered, That the Committee for postmasters shall have power to name and consider of all petitions that every way concern the complaints expressed in the former order respecting postmasters.

Commons' Journals, 22 March 1641–2, p. 493.

Ordered, That Mr. Glynn do report to-morrow the matter concerning the sequestration of the letter-offices, produced by Secretary Windebanke.

18 Cha. 1, 28 March 1642, p. 500.

Mr. Glyn reports the case concerning the foreign postmasters'-office.

Resolved on the question, that this sequestration of the office for foreign postmasters from the possession of Mr. Wytherings, is a grievance, and illegal, and ought to be taken off and repealed.

That the proclamation for putting Mr. W. out of possession of the exercise of his place of postmaster for foreign parts, is a grievance, and illegal, and ought not to be put in execution.

That Mr. W. ought to be restored unto the possession of his place, as postmaster for foreign parts, and to the mean profits received since he was out of possession, deducting the reasonable and usual charges of execution.

That for the legality of this patent, it shall be referred to a trial at law.

Ordered, That the Committee concerning postmasters, where Mr. Prideaux hath the chair, be revived, to sit on Friday next, at two o'clock, in the Exchequer Chamber; and the petitions of the Earl of Warwick and the Lord Stanhope, and John Castlon and Edward Hutchins, &c., are referred to that Committee; and this Committee is to have power to consider what rates are fit to be laid upon the inland letters.

28 March 1642, p. 501.

Ordered, That a conference shall be desired to-morrow morning with the Lords, concerning the master's office for the postage of foreign letters; and Mr. Glynn is to manage the conference, and to propose the reasons and the grounds that induced this House to pass their votes.

7 July 1642, p. 658.

Ordered, That Mr. Weston do make his report this afternoon at four o'clock, concerning the Letter-office.

12 July 1642, p. 666.

The question being put, whether the report, now tendered by Mr. Western, shall be now made; it passed with the negative.

Resolved (on the question), That the committee for the postmasters shall meet to-morrow, P. M., in the Exchequer Court, and that the report concerning the patent touching the Letter-office be made on Friday morning next at nine o'clock, by Mr. Weston; and that Mr. Prideaux do at the same time report such matters as shall be passed at the committee by that time.

19 July 1642, p. 681.

Ordered, That the report concerning the Letter-office, be made by Mr. Weston, on Friday morning next; and Mr. Prideaux is to make his report on the posts at the same time.

22 July 1642, p. 685.

Ordered, That the report on the business concerning the Letter-office, be made by Mr. Weston, and Mr. Prideaux on Friday morning next.

29 July 1642, p. 695.

Ordered, That on Friday next, at eight o'clock, peremptorily, the report concerning the Letter-office be made by Mr. Weston; and that Mr. Prideaux be here present then, and make report of that which belongs unto him; to report concerning that business, at the same time.

2 August 1642, p. 700.

Resolved (on the question), That the report of the Letter-office be made by Mr. Weston and Mr. Prideaux, on Thursday morning next, peremptorily.

Ordered,

Ordered, That on Saturday morning next, at 10 o'clock, peremptorily, the report concerning the Letter-office, shall be made by Mr. Weston and Mr. Prideaux. 5 August 1642, p. 703

Ordered, That the report concerning the Letter-office be made to-morrow, according to former orders. 15 Aug. 1642, p. 720.

Mr. Ellis reported from the Committee to whom the business of the Letter-office was referred. Tuesday, 16 Aug. 1642, p. 722.

Resolved, upon the question,

1. That the sequestration of the Inland Letter-office to Philip Burlamacchy is illegal and void, and ought to be taken off.

2. That Philip Burlamacchy and his deputies shall forthwith bring in an account of the profits of the office received by him or his deputies since the said illegal sequestration [to the Committee for the accounts, where Mr. Trenchard has the chair]. (*The words in* [ ] *omitted in the Lords' Journals, 8th Sept.* 1642.)

3. That the proclamation in pursuance of the sequestration is illegal and void.

Upon Mr. Prideaux his report from the Committee for the postmasters, it was resolved, upon the question,

1. That the taking of the several letters in this case from the several carriers, and the several restraints and imprisonment of Groves, Chapman, Cotton, and Mackerill, is against the law, and liberty and freedom of the subject.

2. That these several persons ought to have reparation and damages from Sir John Coke and Sir F. Windebanke, then Secretaries of State, and Mr. Witherings, respectively.

3. That Sir John Coke, Sir F. Windebanke, and Mr. Witherings, are delinquents.

Ordered, That the report of the patent concerning the Letter-office be made on Wednesday next. 19 Aug. 1642, p. 728.

Resolved, That the votes that passed this House concerning the Letter-office, and the sequestration of the profits, shall be transmitted to the Lords. 6 Sept. 1642, p. 753.

Ordered, That Mr. Ellis do carry up the votes concerning the Letter-office, without any further orders, so soon as the Lords shall be sit. 7 Sept. 1642, p. 755.

A message was brought from the House of Commons by Mr. Ellis, "That they have made some votes concerning the postmaster's office, which was taken out of Mr. Witherings' hand by an Act of Parliament, and put into Mr. Barlamachie's hand, by way of sequestration; upon the which matter the House of Commons have made these votes following, wherein they desire their Lordships' concurrence." 5 Lords' J. 8 Sept. 1642, p. 343.

(*See* Resolution of Commons, 16th August 1642.)

The answer returned to the messenger was, That this House agrees with the Commons in their votes now brought up.

Mr. Ellis reports, that the Lords do agree to the votes concerning the Letter-office. Commons' Journals, 12 Sept. 1642, p. 753.

Upon reading the petition of the Earl of Warwicke, desiring that their Lordships would be pleased to settle the possession of the Letter-office of England, according to the Resolution of Parliament, until it shall be evicted by law, and that such punishment may be inflicted upon Phillip Burlamachi, Henry Robinson, Job Allibant, and the rest of his deputies, as their Lordships shall think fit for the contempt of the Orders of Parliament; and that the said persons aforesaid may be ordered to bring in their accompts upon a day. Lords' Journals, 5 Oct. 1642, p. 387.

Ordered, That the Earl of Clare, Earl of Bollinbrooke, Lord Grey, and the Lord Bruce shall look back and take an account of the progress of this business, and what hath been done thereupon, and report the same to this House; their Lordships, or any two of them, to meet when and where they please.

The Lord Grey reported from the Committee for the Earl of Warwicke's petition, that since the three votes of both Houses, there hath been nothing done concerning the sequestration of the Letter-office. 6 Oct. 1642, p. 388.

Hereupon this House ordered, That Phillip Burlamachie and his deputies shall show cause, this day sevennight, at this Bar, why the sequestration, which is voted by both Houses to be illegal, should not be taken off, and he be discharged thereof; and that he bring into this House an accompt of the profits of the said office, received by him or his deputies since the said sequestration.

13 Oct. 1642, p. 399. Ordered, That the cause concerning the Earl of Warwicke, about the Letter-office, shall be put off until this day sevennight.

20 Oct. 1642, p. 410. Ordered, That the cause concerning the Letter-office is deferred until Saturday next.

22 Oct. 1642, p. 415. A message was brought from the House of Commons by Sir Henry Mildmay.

2. They desire their Lordships' concurrence in this vote concerning the Earl of Warwicke; videlicet:

Resolved, upon the question, "That this House doth nominate and approve Robert, Earl of Warwicke, to be Captain-general of the forces to be raised in these parts, for the defence of the Parliament, the city of London, and the counties adjacent, without any diminution or derogation of the authority and power granted to the Earl of Essex."

The answer returned was, that

2. And that their Lordships do concur with the House of Commons in the resolution concerning the Earl of Warwicke.

Ordered, That the cause concerning the Letter-office, shall be put off until this day sevennight.

25 Nov. 1642, p. 459. The votes of both Houses of Parliament were read, dated 8th September 1642, declaring the sequestration of the Letter-office to be illegal, and that Burlamachi, &c., should give an account of the profits; and then it was moved, "That the possession should be settled on the Earl of Warwicke, which else would be * * * *"

Ordered, That the possession of the said Letter-office shall be presently delivered unto the Earl of Warwicke by Phillip Burlamachi and his deputies, or others; that they presently give a just and true accompt, upon oath, unto the Earl of Clare, Lord Grey, of Warke, Lord Bruce, of all the profits received by them by virtue of the illegal sequestration; and their Lordships are to make report of the said accompts to this House; and then the Earl of Warwicke is to have the said profits paid unto his Lordship.

1 Dec. 1642, p. 469. Upon reading two affidavits, that the Order of this House, for the giving the possession of the Letter-office to the Earl of Warwicke, is disobeyed by Phillip Burlamachi, Job Alibond, and James Hickes; hereupon this House ordered, that they shall be sent for, to appear here to-morrow morning, to show cause why they have not obeyed the said Order.

1 Dec. 1642, p. 470. Richard Poole maketh oath, and saith, that, on the 26th of November last, he, this deponent, served Mr. Phillip Burlimachie and Pompey Calandrini with an Order of the Lords in Parliament, of 25th of same month, for delivering of the possession of *the Inland Letter-office* to the Right honourable the Earl of Warwick; and that on Monday, the 28th of the said month of November, there came one James Hickes to the place appointed by the said Earl or his deputies (for receiving of the mails of letters according to the said Order), with a message from Mr. Prideaux, who, as he said, was then at Mr. Burlimachie's house, to Mr. Pulley and myself, and to require the delivery of *the Letters of Chester Road*, which were come to our hands, to him; and that he would receive, not only them, but all other that came, notwithstanding the Order of the Lords; whereupon the deponent went to the said Mr. Prideaux, to know by what order he required the letters, who refused to show any; and desiring him to take notice of the Order of the Lords, which this deponent delivered to him, the said Mr. Prideaux answered, "he had seen a copy thereof," and demanded whether I did serve him therewith; to whom I answered, that if he did claim anything to do in the office, I did serve him: whereupon he required John Castlon, Edward Hutchins, and Job Alibond, then present, to bear witness.—*Jurat.* 1st December 1642. *Ro. Rich.*

Fulke Hughes maketh oath, and saith, That upon the 27th of November last past he served an Order of the Lords in Parliament, of the 25th of the same month, upon Edward Hutchins, *postmaster at Charing Crosse*, and Job Alibond, a servant in the Inland Letter-office during the sequestration, who confessed that they knew of the said Order before their serving therewith; and that, notwithstanding the said Order, the mail of letters *for the Western Road* was delivered at Mr. Burlimachie's house upon the 28th day of the same month, and were there distributed by Job Alibond and James Hickes; and the letters of the other roads were delivered in by them at the said Burlimachie's house, and sent away by the several posts of the said roads upon the night following; and the said Alibond and Hickes do execute the said office in Burlimachie's house, in the same manner as they and others had formerly done, during the time of the sequestration.—*Jurat.* 1st December 1642. *Ro. Rich.*

2 Dec. 1642, p. 471. Mr. Burlamachi was called, and demanded a reason why he disobeyed the order of this House of the 25th November in not delivering the present possession of the Inland Letter-office to the Earl of Warwicke? He answered, that he is not in possession of the said office, nor

nor interest, since the sequestration was taken away, but the office is kept at his house, and one Mr. Prideaux, a Member of the House of Commons, hath hired his house and servants, and disposes of the letters.

The Earl of Warwicke hath a title to the said office, under the Great Seal of England.

Ordered, That this House confirm the Order of the 25th of November last, and that the postmasters shall bring the mails of letters to the Earl of Warwicke, or his deputies; and if they refuse, the Earl of Warwicke shall have power to seize upon the mails, and to put them out of their places until they conform themselves thereunto; and if Mr. Prideaux do interpose, then this House holds it fit to have a conference with the House of Commons, and to represent the particulars to them.

*Resolved*, That Mr. Holles be desired by this House, to take upon him the command in chief of the forces of the Western parts: And that the gentlemen of the Western parts do confer with him about the accommodation of that command and that service: And that the propositions from Manchester, for raising of dragooners, be referred to the Committee for Dispatches: And that it be likewise referred to that Committee, to consider of some convenient way for the safe conveyance of letters into the several parts of this kingdom; and to appoint by what hands they shall be conveyed; and to displace such Postmasters, or their agents, as shall not be conformable to their directions. 3 Dec. 1642. Com. Journ. p. 748.

Complaint was made, That whereas the Order of this House was, the 2d of this instant, that the mails of letters should be brought unto the Earl of Warwicke, and that a man of Mr. Prideaux, contrary to the Order of this House, hath seized upon the mails, under pretence of an Order of the House of Commons. Lords' Journals, 5 Dec. 1642, p. 473.

An affidavit was read as followeth:

Robert Briscow maketh oath and saith, That John Brisco, this deponent's father, postmaster at Barnet, together with this deponent, having received a warrant made by the Lords in Parliament, the 2d day of this month, to bring the mails of letters to such place as the Earl of Warwicke or his deputies of the Letter-office should appoint, and having also received warrant from the deputy of the said Earl to seize the mails with letters *coming from Chester*, did, upon the 4th of this month, meet with the said mail at St. Albans, in the custody or possession of one James Hickes, now or late Mr. Burlamachie's servant, Edward Roden, who affirmed himself to be the servant of one Mr. Prideaux, and one Edward Johnson, a servant to John Castlon, postmaster at Barbican, and did show them the said Order of the Lords, and required them to deliver unto them, this deponent's father and himself, the said mail with letters which the said Hickes, Roden, and the other refused to do, but showed unto this deponent and his said father an Order of the House of Commons, dated the 3d of this month, which did order the said mail to be carried unto the said Mr. Prideaux, commanding all justices of the peace and others to permit the said mail to pass without any restraint or hinderance.—*Jurat*, 5 Dec. 1642. *Robt. Aylott.*

Also, a state of the whole cause was read.

The Letter-office was granted to Thomas Witherings, for his life, anno 1637. That he enjoyed the same office until August 1640; and then it was sequestered, by a warrant under the King's hand, and the hands of Sir Henry Vane and Sir Francis Windebanck, principal Secretaries of State, into the hands of Burlemachy.

This patent was afterwards assigned, by the said Witherings, unto the Earl of Warwick, who petitioned the House of Commons against the said sequestration, which was referred to a Committee. That, upon full hearing, the Committe voted [*recites the three Resolutions of* 16 *August* 1642].

These votes were reported, by the Committee, unto the House of Commons. These votes were voted by the House of Commons, and transmitted to the Lords; and the Lords joined with the House of Commons in the said votes. That, the 25th of November last, the Lords, in pursuance of the said votes, did order, that the possession of the said Letter-office should, upon sight of that Order, be delivered unto the said Earl of Warwicke, or his assigns, by the said Burlemachi, and all others claiming the possession thereof; and that Burlemachi should, within eight days, bring an account, upon oath, of all the profits of the said office since the sequestration. That Burlamachy and divers others were served with this Order, as appeareth by affidavits now remaining in the Lords' House; and yet Burlamachy did yield no obedience to the same.

That, upon Thursday the 1st of this month, the Lords ordered that Burlamachi and others should appear the next day to show cause why they did not obey the Order of the Lords. That Burlamachi did appear and deny that he intermeddled in the execution of the said office, but that Mr. Prideaux did execute the said office in his house for the post. That thereupon it was ordered, that the Order of the 25th of November should be confirmed in all points; and it was further ordered, that the posts, after the sight of this Order, should bring all mails of letters to such place as the Earl of Warwicke, or his deputies, should appoint; and also to attend to carry such mails of letters as should be delivered unto them. That it should be lawful for the said Earl to seize all mails of letters. That if any of the posts should refuse to bring the mails of letters to such place as should be appointed, or to receive and carry

the mails back, the said Earl should have power to displace such postmasters, until he or they conform themselves unto the Order of this House. That, notwithstanding these votes of both Houses and Orders, whereof Mr. Prideaux, Burlamachi, and the posts have taken knowledge, yet James Hickes and Edward Roden, servants, as they pretend, to Mr. Prideaux, have seized the mail of letters for Chester Road, upon pretence of an Order made in the House of Commons on Saturday last, and have refused to obey the Order of the Lords, and have carried the said mail to Mr. Burlamachi's house.

The House, taking this business into consideration, in regard Mr. Prideaux is a member of the House of Commons, this House resolved to have a conference with the House of Commons, and acquaint them with the other carriage of this business, and to know of the House of Commons whether they have given any such order, to supersede the order of this House; and, if they have not, then to desire that they would order the Earl of W. to have satisfaction herein.

A message was sent to the House of Commons by Serjeant Glanvile and Dr. Aylott, to desire a present conference touching the Inland Letter-office.

The messenger returns this answer from the House of Commons: That they have considered of their Lordships' message, and they will return an answer by a messenger of their own in convenient time.

Commons' Journals, 5 Dec. 1642, p. 875.

A message from the Lords by Serjeant Glanville and Dr. Aylott. The Lords desire a present conference, by committees of both Houses, presently, in the Painted Chamber, if it may stand with the convenience of this House, touching the Letter-office.

Answer returned by the same messengers, this House has considered their Lordships' message, and will return an answer by messengers of their own.

Lords' Journals, 6 Dec. 1642, p. 476.

A message was brought from the House of Commons, by Sir Gilbert Gherrard, to let their Lordships know that the House of Commons are ready to give a present conference touching their Lordships' message concerning the Letter-office. The answer returned was, that this House will give a present conference in the Painted Chamber.

Commons' Journals, 6 Dec. 1642, p. 877.

Sir Gilbert Gerrard went up to the Lords, to acquaint them that this House is ready, when their Lordships shall please, to give them a meeting on the conference yesterday desired concerning the Letter-office.

Sir Gilbert Gerrard brings answer, that the Lords are willing and ready to give a meeting at this conference, touching the conference yesterday desired concerning the Letter-office.

6 Dec. 1642, p. 878.

Prideaux, Knightly, Whitlock, Barryter, are appointed reporters of this conference.

8 Dec. 1642, p. 881.

Mr. Whitlock reported the second part of this conference, That it was concerning the Letter-office; that it had long depended in the House of Peers; it concerned a person of honour, and one that had expressed much affection to the Commonwealth; that he delivered three papers of Orders concerning this business, and one of the Orders (said to be an Order of this House) which doth cross an Order made by their Lordships concerning the Letter-office; and an affidavit also was delivered by his Lordship, that the Lords desired this House to give their speedy Resolutions herein, because it concerned a person of so much honour.

Lords' Journals, 9 Dec. 1642, p. 483.

The Lord Grey reported, from the Committee appointed to take the accompt of the Inland Letter-office,

"That Phillip Burlamachi had brought an accompt which was somewhat intricate and imperfect; therefore the Committee think fit that they may be audited by an auditor."

Hereupon this House ordered, that the Committee shall hereby have power to call such persons as they shall think fit to audit the said accompts; and also shall have power to give orders for the bringing the books of accompts, to give a full understanding of the business, and in case they shall be denied, that then they shall have authority of this House to seize them.

10 Dec. 1642, p. 485.

A letter of Mr. Prideaux, a Member of the House of Commons, to one John Brisco, was read, concerning the Inland Letter-office, taking upon to expound and interpret the intentions of the Lords' Order, for giving the possession of that office to the Earl of Warwicke.

Ordered, That this letter shall be sent to the House of Commons, which was presently done by Robert Rich and Mr. Page.

14 Dec. 1642, p. 490.

Upon reading the affidavit of Gregory Isham, that he hath served Job Alibond with an Order of the Lords' Committees for the Inland Letter-office, requiring him and others to bring in, and deliver to their Lordships, a particular and true accompt of all profits of the said office since the sequestration; and further this deponent saith, that the said Job Alibond still continueth the execution of the same office, notwithstanding the Order of the Lords in Parliament of the 25th of November, which required him and others to deliver the possession of the said office to the Right Hon. the Earl of W., or his deputies; to which he,

the

the said Alibond, hath not yielded obedience, but still persists in the execution of the said office.—*Jur.* 14 Dec. 1642.

Upon consideration of this contempt of the Order of this House, it is ordered, that the Gentleman Usher, attending this House, shall attach the body of the said Job Alibond, and keep him in safe custody, and bring him before this House to-morrow morning, to answer the said contempt.

Ordered, That the matter of the late conference, concerning the Inland Letter-office, be taken into consideration on Monday morning next. Commons' Journals, 15 Dec. 1642, p. 889.

Ordered, That all the persons that have disobeyed the Order of this House, concerning the Inland Letter-office, shall be sent for as delinquents. Lords' Journals, 16 Dec. 1642, p 494.

Upon reading of three affidavits, showing that the mails of the letters from Chester and Plymouth were violently seized upon, and taken away by force, by troopers, from the servants or agents of the Earl of Warwicke, contrary to the Orders of this House. Lords' Journals, 21 Dec. 1642, p. 508.

Ordered, That a warrant be granted to bring Hickes, Martin, Gee, and Roden, and Mr. Burlamachi, before The House to-morrow morning; and because Burlamachi refuses to give accompt of the profits of the Inland Letter-office, and refuses to bring in the accompts and acquittances; it is Ordered, that the Sheriff of London shall seize the said books of accompts and acquittances, and bring them to this House.

Robert Briscoe and Gregory Isham, gentlemen, depose, that they, being appointed by the Right Honourable Robert, Earl of Warwick, for seizing the West Chester letters, and to bring them to his Lordship's office near the Exchange, in London, did, on the 19th of this December, in Barnett, seize the said letters, then in the custody of one James Hicks, who had them behind him in a cloak-bag, who came with these deponents unto the foot of the hill beyond High-gate; at which place then met these deponents and the said Hicks five persons unknown to these deponents, on great horses with pistols, habited like troopers, and demanded of these deponents, Who had the letters? saying, they must have them: and so, these deponents, with the said Hicks with the letters behind him, and the five troopers came together into Highgate town, and then met with Edward Rodden, Mr. Prideaux's man, who with Hicks and the troopers rode into a yard, these deponents following them: and the said Rodden said, He did seize the said letters by virtue of an order of the House of Commons, and that his master would be there presently to receive them; and these deponents said, that they had seized them by virtue of an order from the House of Lords; and then deponents demanded of the said troopers by what authority they came to take the letters from them; who answered, They did belong to Captain Mainwaring's troop; and one of them confessed he was Mr. Prideaux's man; but refused to tell these deponents their names; and the said Rodden, and the said trooper that affirmed he was Mr. Prideaux's man, took the cloak-bag with the said letters, and carried them away from these deponents.—*Uterque Jurat,* 20° die Decembris.

*Tho. Benet.*

Fulke Hughes maketh oath, that upon Monday the 19th of this instant December, he, being appointed by the Right Hon. the Earl of Warwicke to receive and dispose of the Inland letters at his Lordship's office, near the Royal Exchange, in London, and he, this deponent, seeing the Mail of Plymouth letters coming by the said office, did, by virtue of an order of the Lords in Parliament, seize the same; and that immediately one Mr. Prideaux, a Member of the House of Commons, together with one . . Marten, and one . . Gee, and others, servants of Mr. Burlimachi, did, by a strong hand, take away the said mail of letters from this deponent, and carried them to the House of Burlimachi; and this deponent further saith, that Mr. Prideaux said he would carry them to his House; and that they were his goods.—*Jurat,* 20th Decembris, 1642.

*Tho. Bennett.*

Matthew Dexter maketh oath, that upon the 19th of this instant December, he, being at the office of the Right Hon. the Earl of Warwicke, did assist one Fulke Hughes in seizing the Mail with Plymouth letters, according to an order of the House of Lords; whereupon immediately one Mr. Prideaux, together with one . . . Marten, and one . . Gee, and others, servants of Mr. Burlemachi, did, by a strong hand, force the same into Mr. Burlemachy's house; Mr. Prideaux saying he had an order of the House of Commons, whereof he was a Member, to take them; at which instant, also, a gentleman, whom this deponent knoweth not, in Mr. Prideaux's company, said, "An order of the House of Commons ought to be obeyed before an order of the House of Lords."

Ordered, That the matter of the late conference and Message, concerning the Inland Letter-office, and the whole state of that business, be referred to the consideration of the Committee for Despatches; and likewise the Breach of Privilege, in committing the servant Commons' Journals, 22 Dec. 1642, p. 899.

of Mr. Prideaux; and that the Contempt of the House of Commons, and the Breach of Privilege, and abuse of Mr. Prideaux and his servants, by Mr. Witherings and others, be referred to the said Committee.

23 Dec. 1642, p. 900.

A message from the Lords by Sir * * *

The Lords desire a conference presently in the Painted Chamber by Committees of both Houses, if it may stand with their conveniency, concerning some carryers in the Letter-office that concern the Earl of Warwick.

The House will send answer by messenger of their own.

Lords' Journals, 23 Dec. 1642, p. 512.

Complaint was made to this House, that whereas, by warrant of this House, one Hickes was to be attached as a delinquent, for not obeying the Orders of this House, concerning the Letter-office; and being attached, and in the custody of the officer of this House, upon a pretence that this Hickes is a servant of one Mr. Prideaux, a Member of the House of Commons, he hath been released and taken away, by Order of the House of Commons; therefore it was ordered, to have a conference with the House of Commons, and to acquaint them with the affidavits upon which this person was attached, and to acquaint them with the whole business; and it is ordered, that the said Hickes shall be again taken into custody, by Order of this House.

A message was sent to the House of Commons by Sir Robert Rich and Mr. Page, to desire a conference.

2. Concerning the Inland Letter office.

24 Dec. 1642, p. 514.

Upon reading of the petition of Phillip Burlamachi, showing, that whereas he was apprehended, and remains a prisoner, by their Lordships' Order, for not attending and bringing in the books of accompt concerning the Inland Letter-office; and in regard, he thereto delivered in the books of accompt, he claimed that liberty may be granted him for his body, considering his old age and infirmities.

Hereupon, this House being informed that some books of accompts were brought, but not all, it is ordered, that the said B. shall deliver in all the books of accompt concerning the Inland Letter-office, and perform the order of this House concerning this business; and then this House will take the same into consideration.

26 Dec. 1642, p. 515.

A message was sent to the House of Commons by Sir E. Leech and Dr. Bennett, to desire a present conference.

2. And something concerning the Inland Letter-office, because they are matters of consequence.

Commons' Journals, 26 Dec. 1642, p. 902.

A message from the Lords:

The Lords do now claim that this House will give a present conference concerning these matters.—This House is now in debate on great business.

Lords' Journals, 31 Dec. 1642, p. 519.

Ordered, That Mr. Burlamachi shall have liberty, and be permitted to go to his own house, until the further pleasure of this House be further known; and that the accompts concerning the Inland Letter-office shall be audited by the auditor of the City of London, who is a sworn officer.

2 Jan. 1643, p. 523.

Ordered, That the books of accompts, now in the hands of the clerk of the Parliament, concerning the Inland Letter-office, shall be delivered to the Earl of Warwicke, to the intent he may cause copies to be made thereof, before they shall be delivered to the auditor, and that Mr. Burlamachi shall, according to the Order of the 9th of December, within two days, deliver to the clerk of the Parliament, upon oath to be made before a Master of the Chancery, all other books, accompts, writings or papers whatsoever, that concern the Letter-office; and that the said Earl of Warwicke may likewise take copies thereof; and that the said Earl of Warwicke shall have power to point interrogatories, for such to be examined upon as have not yielded obedience to the Orders of this House; and that they be ordered to answer thereto accordingly.

10 Feb. 1643, p. 597.

Ordered, That this House appoints Dr. Aylott to take the examinations in the Earl of Warwicke's business, concerning the Letter-office.

3 Com. J. 28 Mar. 1643, p. 22.

A letter of the 25th March, from the committee at Coventry, complaining of the diversion of the ordinary posts and the letters, occasioned by Mr. Burlemachi, as is conceived; and referred to Mr. Hill to consider of this and other abuses of the postmasters, and to consider of some means of redressing them.

## — XLI. —

(Commons' Journals, 1644.)

### Mr. *Prideaux* appointed Postmaster-General.

The Lords and Commons, in Parliament assembled, finding by experience that it is most necessary for keeping good intelligence between the Parliament and their Forces, that post stages should be erected in several parts of the kingdom; and the office of Master of the Posts and Couriers being at present void, and none to take care thereof; and having had good and sufficient testimony and assurance of the diligence and careful endeavours of Edmond Prydeaux, Esq., a Member of the House of Commons, in erecting and settling post-stages for the service of the State, do ordain that the said Edmond Prydeaux, Esq., a Member of the House of Commons, shall be, and is hereby constituted and appointed Master of the Posts, Messengers, and Couriers; and Mr. Solicitor-general is to prepare a patent, to be passed under the Great Seal of England, by which the Master of the Posts, Messengers, and Couriers, together with all fees and profits therewith usually passed and enjoyed, shall be granted unto him, during the pleasure of both Houses of Parliament, in such manner as formerly hath been used and accustomed; and the Commissioners of the Great Seal are hereby authorized and required to pass the same under the Great Seal of England accordingly.

Commons' Journals, 7 Sept. 1644, p. 621.

Message to the Lords, to make Mr. Prideaux Master of the Posts.

9 Sept. 1644, p. 622.

## — XLII. —

(Lords' Journals, 1646.)

### The Earl of *Warwick*'s Petition respecting the Inland Letter Office.

The Earl of Warwick petitions the Lords, that the Inland Letter-office was, by letters patent, granted to Thomas Witherings, and since assigned to the said Earl, and that the same, about 1640, was sequestered into the hand of Phillip Burlemachy, who, by colour thereof, received the profits; that afterwards, on a petition preferred to the House of Commons, the said House voted the said sequestration illegal and void, and that it ought to be taken off, and that the said Burlemachy and his deputies, should forthwith bring in an accompt of the profits of the office, received by him or his deputies, since the said illegal sequestration; which votes being transmitted to this House, 8th September 1642, were accordingly resolved by the Lords in Parliament; in pursuance of which resolution, it was, 25th November 1642, ordered by the Lords in Parliament, that the possession of the said Letter-office should, upon sight of that Order, be delivered to the petitioner and his assigns, by the said Burlemachy and all others having or claiming the possession thereof; and that the said Burlemachy, his deputies, agents, posts, and postmasters, and such others as had received any profits out of the said office, should, within eight days, bring in an accompt, upon oath, of all the profits of the same since the said sequestration; which Order was afterwards, upon hearing, 2d December 1642, confirmed; and it was further ordered, that the posts and others, claiming the possession of the said office, after sight of that Order, should bring all mails of letters to such place as the petitioner, or his deputy, should appoint; and also (to) attend to receive the mails of letters as should be delivered unto them; and that it should be lawful for the said petitioner to send all mails of letters; and that, if any of the posts should refuse to bring the mails of letters to such place so appointed, or to receive and carry the mails back, that the petitioners should have power to displace such postmaster, without he or they should conform themselves to the said Order; and the said Earl set forth, that by reasons of the distractions of the times, and his public employment, he had not any fruit of the said Orders, and desires relief herein.

Petition set forth, 8 Lords' J. 27 Nov. 1646, p. 580.

Upon reading the petition of Robert, Earl of Warwick, concerning the Letter-office, it is ordered to be referred to these Lords following, to state the matter of fact;

7 Lords' J. 9 July 1646, p. 424.

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| Earl of Manchester. | Lord Robertes. |
| Earl of Sarum. | Lord Willoughby. |
| Lord Bruce. | Lord Mountague. |

Mr. Justice Pheasant and Mr. Justice Rolls to assist. Any three to meet to-morrow morning at nine o'clock.

It was reported from the Committee that the Lords have met, according to Order of this House, concerning the Letter-office, and have called to their assistance Mr. Justice Rolls and Mr. Justice Pheasant, whom they have desired to peruse the patent of the Letter-office, now assigned to the Earl of Warwicke, and to report to them their opinion concerning many particulars of the validity thereof; but finding the Order in that part not so full concerning the validity of the patent, their Lordships desire that this House would be pleased

7 Lords' J. 22 July 1646, p. 438.

pleased to make an Order for Mr. Justice Rolls to report his opinion to all such particulars thereof as the Committee shall think fit to ask him, concerning the validity of the patent; and that the said Mr. Justice Rolls deliver such opinion to the said Committee, as Mr. Justice Pheasant hath left with him to deliver.

This Order quoted 8 Lords' J. 27 Nov. 1646, p. 580.

Ordered, That Mr. Justice Rolls do report his opinion to all such particulars, concerning the validity of the said patent, as the Committee shall think fit to ask him; and do likewise deliver such opinion as Mr. Justice Pheasant hath left with him to deliver.

8 Lords' J. 27 Nov. 1646, p. 579.

The Lord Willoughby made report from the Committee concerning the Letter-office, which the Earl of Warwicke holds; it being the state of the matter of fact.

Idem, p. 580.

A Report of the State of the Inland Letter office.

[*After reciting the Petition, and the Orders of The House, in respect of the same, of the 9th and 22d of July,* 1646, *the Report proceeds as follows*:]

Idem, p. 580.

We have examined the said orders set down in the petition, and we do find them truly recited; and that, 22d July, 13 Caroli, the King granted the Inland Letter-office to Thomas Witherings for life; and that, in 1640, the said office was sequestered into the hands of Burlamachi; whereupon the Order of both Houses was made, that the sequestration was illegal and void, and ought to be taken off; and the orders, as they are recited in the petition.

Upon the perusal of the said patent we desired the opinion of Mr. Justice Pheasant and Mr. Justice Rolls concerning the same.

And Mr. Justice Rolls did deliver his opinion, and that Mr. Justice Pheasant was of the same opinion, that the Inland Letter-office patent was well created; that the clauses of restraint in the said patent are void, and not good in law; that, notwithstanding these clauses be void, yet the patent is good for the rest; that, notwithstanding the negative clauses, the patentee may execute the office.

The Committee are of the same opinion with the judges, and are of opinion that the Orders of 25 November and 20th December ought to be ratified and confirmed, and in all things observed; and that it should be decreed and adjudged that the said Earl and his assigns, and his and their deputies, should from henceforth enjoy and execute the said office for the term in the letters patent expressed.

Idem, p. 580.

Ordered, That this business be laid aside, until an answer be put in to the Lord Stanhope's petition, depending in this House.

## — XLIII. —

(Lords' Journals, 1646.)

*Charles,* Lord *Stanhope*'s Petition respecting his Patent, as Postmaster.

8 Lords' J. 17 Nov. 1646, p. 568.

A petition of Charles, Lord Stanhope, was read; and ordered, That a copy of it be showed to Witherings, the other party; and to be heard, on both sides, on Tuesday sevennight after this term, at which time the Judges to be present.

Idem, p. 569.

To the Right honourable the Lords now assembled in the High Court of Parliament:

The humble petition of Charles, Lord Stanhope, Baron of Harington, sheweth, That your petitioner, by colour of a grant obtained of King James, by one Matthew Dequester, of what was then in grant, under a patent, of the postmaster's place to your petitioner, so certified to his late Majesty to be, upon a reference by his Majesty to his then Majesty's Counsel-at-Law, wherein a verdict passed for your petitioner's right: all which notwithstanding, and a Report of a Committee in Parliament in the fourth year of his said Majesty's reign for your petitioner, your petitioner, by the oppressive power of the Council Table, was not permitted to enjoy the same, but your petitioner's deputy, for exercising the same (was) imprisoned.

That Dequester, 7th Caroli, assigned such his illegal patent to one Thomas Witherings, who not only protected himself in it by the aforesaid oppressive power, upon a pretence of a service to his Majesty, and upon a contract with the then Secretaries of State, but procured to himself and others a like new grant as that of Dequester's; and by his situation, and in further manifest oppression of your petitioner, to destroy your petitioner's grant, and affirm that procured to himself, prevailed to have your petitioner to attend the Council Table, to bring thither his patent, and then, before he was suffered to depart, to subscribe somewhat then penned upon your petitioner's patent by the Lord-keeper, Coventry, which, whatever the same was, was then enforced by that power, and is since endeavoured to be made [use] of, to destroy the petitioner's patent and right.

Against which high oppression that your petitioner may, according to justice, be relieved against the said Thomas Witheringes and his assigns, and he and they to answer the premises, and that right may be done your petitioner, that he may have and enjoy the benefit of the said patent, is the humble suit of your petitioner.

And for which he shall pray, &c.

Upon reading the answer of Thomas Wytheringes to the Lord Stanhope's petition, it is ordered that the Lord Stanhope shall have a copy of this answer, and put in his reply Tuesday come three weeks. 8 Lords' Journ. 3 Dec. 1646, p. 588.

The Earl of Warwicke declared, that if the Lord Stanhope would go to trial at law upon the patent, his Lordship would waive his privilege, and go to a trial with him at law.

The humble Answer of Thomas Witheringes to the Petition of Thomas Lord Stanhope.

In obedience to your Lordships' Order of 17th November, 1646, the said Thomas Witherings makes this humble answer unto the petition of Charles Lord Stanhope, and saith, That, about the time in the petition, Matthew Dequester did assign unto the said Thomas Witherings all his estate and interest in the Foreign Letter-office, which he held by letters patent under the King; and that since, the King, by his letters patent, under the Great Seal of England, bearing date 15th March, in the 7th year of his Majesty's reign, did grant unto the said Thomas Witherings the Foreign Letter-office, during the life of the said Thomas Witherings and William Frizell:

And further showeth, that by one deed indented, dated 15th February, in the 17th year of his Majesty's reign, made betwixt the said Thomas Witherings and the Right Hon. Robert, Earl of Warwicke, he hath granted all his estate, right, title, and interest in the said office unto the said Earl of Warwicke; since which time the said Earl of Warwicke hath been in possession thereof, and exercised the same by himself and his deputies; and the said defendant denieth that he knoweth any oppressive courses used against the said Lord Stanhope by the Council Table; or, if any were, that the same were done through the procurement of the said defendant; and the said defendant doth not know any patent the said Lord Stanhope hath concerning the said office, or that there were any undue means concerning the surrender of the said patent; and, if any were, yet the defendant was not privy thereunto. And the defendant is advised by his counsel, that the said Lord Stanhope hath not, nor ever had, any right, or pretence of right, to anything contained in the said letters patents; but the said letters patents, and all the defendant's interests therein, being granted and assigned to the said Earl of Warwick so long since, the said defendant humbly prayeth your Lordships' direction, whether it be your Lordships' pleasure that he shall give any other answer unto the said petition; and humbly prayeth to be dismissed out of the Honourable House with reasonable costs.

*Thomas Witherings.*

Upon reading the petition of the Lord Stanhope, setting forth, that he cannot make a replication to the answer of Witherings, concerning the Letter-office, unless the Earl of Warwicke be made a party to the business, therefore desires the Earl of Warwicke may be a party to the cause. Idem, 31 Dec. 1646, p. 637.

The Earl of Warwicke declared, that if the Lord Stanhope will question his title, he will be ready to answer the Lord Stanhope at the ordinary course of the Common Law, if his Lordship shall think fit to try his right of title there.

It is ordered, that this answer be returned to the Lord Stanhope, that if his Lordship conceives that the Earl of Warwicke holds any title, by patent or otherwise, concerning the Letter-office, whereby he conceives he is prejudiced, if his Lordship thinks it fit to try the title at the Common Law, the Earl of Warwick will be ready to answer his suit and so this House refers the said business to a trial at law.

The petition of the Lord Stanhope was read, concerning the patent of the Letter-office; it is ordered that he be left to his course of law or equity, as he shall be advised by his counsel, according to the former Order of this House. Idem, 13 Jan. 1647, p. 670.

## — XLIV. —

(Commons' Journals, 1650, 1651, 1652.)

REPORT of COUNCIL of STATE to the House of Commons respecting the Post-office.

Mr. Scott reports from the Council of State a paper given in to the Council by Mr. Attorney-general, concerning the posts; and that it is the opinion of the Council, that, as affairs now stand, they conceive it safe and fit that the office of postmaster shall be in the sole power and disposal of Parliament, in these words; viz. 6 Com. J. 21 Mar. 1650, p. 385.

That, by direction and authority of the Parliament, I erected postages for the service of the State:

That, for defraying the charges of the several postmasters, and easing the state of it, *I published that there should be a weekly conveyance of letters into all parts of the nation:*

That, with the benefit which came by the postage of letters, I have taken off from the State the charge of the postmasters of England, except Dover Road, which is above 7,000*l.* by the year:

That the Committee of the Council of State for Irish affairs have treated with me for taking off the charge of the packet boats for Ireland, which I have consented to do, and will cost nigh 600*l.* a year more:

That the Common Council of London have sent an agent to settle postages, by their authority, on the several roads, and have employed a natural Scott into the north, who is gone into Scotland, and hath settled postmasters (others than those of the State) on all that road:

The pretence of the Common Council is, for another weekly conveyance of letters, for other uses; and though pressed unto it, have refused to come to the Parliament, and to have direction from them in it:

That besides the intrenching on the rights of the Parliament, it will distract that course which is now settled, and by which the charge of all the postmasters of England are taken off from the State; and another way must be thought on for payment of them if continued, and it cannot be longer expected to be done by me:

This I humbly offer and present, in discharge of the trust lying on me, and the duty which may be required of me."

Resolved, That the offices of postmasters, inland and foreign, are and ought to be in the sole power and disposal of the Parliament.

Resolved, That it be referred to the Council of State, to consider of the state of the offices of postmaster, and of the interests of those persons who claim any therein; and to take into consideration how the same may be settled in the best way for the advantage and safety of the Commonwealth, and report their opinions therein to The House; and that they take order for the present management thereof in the meantime.

7 Com.J. 30 Sept. 1651, p. 22. Ordered, That the Order of the 21st of March, 1649–50, touching the offices of postmaster, inland and foreign, be reconsidered; and that the Council of State do report their opinion thereon to the Parliament, forthwith.

Idem, 19 Oct. 1652, p. 193. Mr. Thomas Challenor reports from the Council of State the claim of several persons to the office of postmaster.

Henry Robinson's title to the Letter-office, derived from Charles, Lord Stanhope, by patent, 15 James I.

Sir David Watkins, his claim to the Foreign Post-office.

Mr. Walter Warde's petition.

Mr. Thomas Billingsley's claim.

Mr. Benjamin Moore and Mr. W. Jessop's claim to the Foreign Post-office.

As also, proposals humbly offered for the farming of the Inland and Foreign Letter-office, which was now read.

The question being propounded, that this business be recommitted to the Council of State, to take it into consideration, and present their opinions to the Parliament, how the same may be managed for the best service of the State and ease of the people;

And the question being put that these words, "by contract, or otherwise," be added to the question,

It passed in the affirmative.

And the main question being put, it was

Resolved, by the Parliament, that this business be recommitted to the Council of State to take it into consideration, and present their opinion to the Parliament how the same may be managed for the best service of the State and ease of the people, by contract, or otherwise.

Ordered, That this business be reported to-morrow fortnight.

Idem, 6 Dec. 1652, p. 226. Ordered, That the former order of reference, touching the Letter-office, to the late Council of State, be revived to this present Council, to take the sameinto consideration, according to the former order; and also the overture touching the advance of a present sum of money upon the same, and report their opinion therein, with all speed, to The House.

## — XLV. —

(Mr. *Lechmere*, 24.)

REG: of the COUNCIL of STATE, Vol. 16, pp. 34—36.

Saturday in the afternoone, 7 May 1653.

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| Major Genll Lambert. | Sir Gilb: Pickering. |
| Major Genll Harrison. | Mr. Carew. |
| Mr. Strickland. | Mr. Stapely. |

State Paper Office. THAT the carrying of all Inland Letters, aswell publiq as private, be managed by such, and such onely, as the State, or others authorized from them, shall appoint.

That all pacquets and letters, outward and inward, shall be carryed free, whether such dispatches are made extraordinarily or ordinarily.

That it be referred to the Comittee for the Inland Post to consider what Letters are to be esteemed publiq Letters, and how the sending of private Letters under publiq pacquets may be prevented.

That the Postmasters and others employed by Mr. Prideaux, being godly and well affected, to be continued in their employments, if they will accept thereof, and such others as are placed in the several stages, be approved of by the Generall or Councell of State.

That the persons who are to manadge the carriage of Letters, as aforesaid, be such who have given evidence of their good affection, and which shall be responsible for the speedy and safe conveyance of the same.

That the Committee appointed to consider of the Posts, doe particularly set downe the rates that all private letters are to be carryed for.

That

That, to the end a weekly Intercourse may be continued between England and Ireland, the person or persons aformentioned are to maynteyne one or more pacquet boates, that are to passe and repasse from Milford to Waterford, and the like from Chester to Dublyn.

That there be a Post setled betweene Dover and Portsmouth; betweene Portsmouth and Salisbury; betweene London and Yarmouth, and betweene Lancaster and Carlisle.

That it be referred unto the Committee appointed for the Inland Posts, in pursuance of the aforesaid votes, to receive propositions from any person or persons for farmeing the carrying of the said letters, and to treate with them thereupon, and likewise to consider whether it be more for the advantage of the Comonwealth to mañage it by way of Contract or account, and to report the same unto the Councell, with the severall propositions that shall be given to them for farming thereof, and their opinion what sume the State is to insist upon añually, in case it shall be thought fit to mañage the said Inland Post by way of a farme.

## — XLVI. —

(Mr. *Lechmere*, 26.)

REG: of the COUNCIL of STATE, Vol. 16, pp. 457, 458.

Thursday afternoone, 30th of June 1653.

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| Colonell Jones. | Coll. Stapeley. |
| Coll. Thomlinson. | Lord Generall. |
| M. G. Disbrowe. | Mr. Strickland. |
| M. G. Harrison. | Coll. Sydenham. |

THAT Mr. John Manley be authorized to carry all pacquets, both publiq and private, Inland and forraigne, according to the termes agreed upon betweene him and a Comittee appointed by the Councell for that purpose, and that he doe this night enter upon the execution of the said office, and receive the profits thereof, and that a warrant be drawne to authorize him to that purpose.

That power be given to the said Mr. Manley to stop all Males of Letters which shall be carryed by any persons except by such as are authorized from him.

That his Office of Postage of Letters be freed from haveing Taxes layd upon it, in relation to its being a Post Office.

That such Officers, whether under Postmrs or others, as shall be employed by and under him in the execution of that place, be approved of by the Comittee for the businesse of the Posts.

That it be referred to the Comittee for the businesse of the Posts, to adjust the accounts of the new Undertakers, as to their disbursements and receipts in the mannageing of the businesse of the postage of Letters, and that they report the state of the same to the Councell.

## — XLVII. —

(Mr. *Lechmere*, 27.)

REG: of the COUNCIL of STATE, Vol. 16, p. 462.

WHEREAS Mar John Manley hath contracted for and farmed of the State the offices for the postage of letters, both Forreigne and Inland, these are therefore to will, authorize and impower him, the said John Manly, this night to enter upon the execution of the said offices, and to receive and carry all pacquetts, both publiq and private, and to receive the proffits of the same to his proper use. And all persons whatsoever are hereby required to permit and suffer him, and all others by him employed in this service, to proceed therein, without any interruptions, letts, hindrances or molestations.

Given at the Councell of State, at Whitehall, this 30th of June 1653.

To Mr. Clement Oxenbridge, and all others who are concerned,
either in the Inland or Forreigne Post.

## — XLVIII. —

(Mr. *Lechmere*, 29.)

REG: of the COUNCIL OF STATE, vol. 21, p. 42.

Tuesday, 24 Aprill, 1655.

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| Lo: President Lawrence. | Colonell Mountagu. |
| Earle of Mulgrave, | Col. Jones. |
| Col. Fyennes. | Col. Sydenham. |
| Mr. Rous. | Mr. Strickland. |

Colonell Jones offers a report from the Comtee of the Councell, to whome it was referred to take consideracon of the whole busines of the Postage of Letters; on reading whereof,

Ordered, That it be offered to His Highness the Lord Protector, as the advice of the Councell, that the mannagemant of the Post-office be performed by Mr. Secretary Thurloe, security being given for the payem^t of the present Rent of tenn thousand pounds p Annum to the use of the Commonwealth, and the condic̃ons of the contract w^th the present Farmor observed. The same to be setled by Graunt under the great seale, w^th the former pow^rs, and for such tyme as His Highness, with the Councell's advice, shall thinke fitt, and to take its commencement from the expirac̃on of the Contract made with Capitaine Manley.

## — XLIX. —

(Commons' Journals, 1657.)

Commons' Journals, 28 May 1657, p. 541.

A Bill, for the settling of the Postage of England, Scotland, and Ireland, was this day read the first time; and, upon the question, ordered to be read again to-morrow morning.

29 May 1657, p. 542.

A Bill, intituled, An Act for the settling of the Postage of England, Scotland, and Ireland, was this day read the second time; and, upon the question, committed to Sir Thomas Wrath, and 49 others: to meet on Monday, at two of the clock in the afternoon, in the Star Chamber.

6 June 1657, p. 549.

Mr. Carey reports from the Committee, to whom the Bill touching the Postage was committed, amendments to the said Bill; which were twice read, and, upon the question, agreed.

And the Bill, so amended, was, upon the question, ordered to be engrossed.

9 June 1657, p. 551.

A Bill for settling the Postage in England, Scotland, and Ireland, was this day read the third time.

A proviso was tendered to this Bill, for freeing Members of Parliament, and other officers of State, from payment of any money for letters: which was laid aside without a question.

The question being put, that these words "or otherwise," do stand in the eighth line of the third page, it passed with the negative.

Resolved, That these words, "or without," be inserted instead thereof.

Another proviso was tendered to this Bill, "That this Bill shall not extend to hinder any person to lett any horses for the better conveniency of travellers."

The question being put, That this proviso shall be read, it passed in the negative.

Another proviso was tendered to this Bill, in these words, viz.:

"Provided always, and be it enacted by the authority aforesaid, That no person shall have power to take, use, or seize any horses for the service mentioned in this Act, without the consent of the owners, any usage, or custom, or anything in this Act to the contrary thereof, notwithstanding."

Which was read the first and second time.

The question being put, That the word "custom" do stand in this clause, it passed with the negative.

Resolved, That the word "pretence" be inserted instead of the word "custom."

Resolved, That this proviso shall be part of this Bill.

The question being put, That the words, "three pence" do stand in the first line of the sixth page, it passed with the negative.

Resolved, That these words, "twopence halfpenny" be inserted, instead of the words, "three pence."

Which amendments were thrice read;

And the Bill, as amended, with the proviso, was, upon the question, passed.

Ordered, That His Highness, the Lord Protector's consent be desired to this Bill.

9 June 1657, pp. 552, 553.

The titles of the Bills whereunto His Highness gave his consent this day, were as followeth:

"An Act for the settling the Postage of England, Scotland, and Ireland."

## — L. —

(*Scobell*, p. 511.)

### ACT 1657, c. 30.

"Postage of England, Scotland, and Ireland setled."

Act 1657.

WHEREAS it hath been found by experience that the erecting and setling of one general Post-office for the speedy conveying, carrying, and re-carrying of letters by post, to and from all places within England, Scotland, and Ireland, and into several parts beyond the seas, hath been and is the best means, not onely to maintain a certain and constant intercourse of trade and commerce betwixt all the said places, to the great benefit of the people of these nations, but also to convey the publique dispatches, and to discover and prevent many dangerous and wicked designs which have been and are daily contrived against the peace and welfare of this Commonwealth, the intelligence whereof cannot well be

§ 1.
There shall be one generall Post-office; one officer stiled Postmaster-generall of England and Comptroller of the Post-office.

be communicated but by letter of escript; Be it enacted by his Higness the Lord Protector and the Parliament, and it is enacted and ordained by authority thereof, That from henceforth there be one general office, to be called and known by the name of the Post-office of England; and one officer from time to time to be nominated and appointed by his Highness the Lord Protector and his successours, and to be constituted by Letters Patents, under the Great Seal of England, under the name and stile of Postmaster-general of England, and Comptroller of the Post-office, which said officer and his deputies, by him thereunto sufficiently authorized, and no other, shall have the receiving, taking up, ordering, sending forward, and delivering of all letters and pacquets which shall from time to time come and go to and from all parts and places of England, Scotland, and Ireland, where he shall settle posts, and from all the said parts and places of England, Scotland, and Ireland unto any the parts and places beyond the seas; excepting such letters as shall be sent by common known carriers, and by them conveyed, along with their carts, waggons, and packhorses, and letters of advice of merchants which shall be sent by masters of any ship, barque, or other vessel of merchandize, or any of their company or passengers therein, immediately from any port town of England, Scotland, and Ireland, by them to be conveyed along with such ship, barque, or other vessel, to any other port town within any of the same, or into the parts beyond the seas, or from the parts beyond the seas, to any port town of England, Scotland, and Ireland, or members thereof, and no further; and excepting a letter or more sent by a messenger on purpose for his or their own affairs, who is or are the senders thereof, or by any friend, to any place or places within the said nations of England, Scotland, or Ireland. And also that the said Postmaster-general of England and Comptroller of the Post-office, and his said deputies onely, and no other, shall have the horsing of all thorough-posts, and persons riding in post, by commission or without, to and from all places upon any of the post roads within England, Scotland and Ireland.

He shall have the sending of all letters and pacquets.

Exception.

§ 2.
This officer shall have the horsing of all thorough-posts and persons riding in post.

§ 3.
Prices for letters and horses.

And be it further ordained by authority aforesaid, that the said officer, by himself or his deputy or deputies, by him thereunto sufficiently authorized, shall or may demand, have, receive, and take for the postage and conveyance of all or any letters which he shall so convey, carry, and recarry as aforesaid, or for the horsing of any thorow-post or person riding in post as aforesaid, the several rates of postage hereafter mentioned, and no other; viz.

| | IF SINGLE. | IF DOUBLE. |
|---|---|---|
| For every Letter— | *s.* *d.* | *s.* *d.* |
| To or from any place within four-score miles from London | – 2 | – 4 |
| And so proportionably for every pacquet of letters, and for every pacquet of a greater bulk, 8*d.* per oz. | | |
| At a further distance than four-score miles - - - | – 3 | – 6 |
| And so proportionably; and for every pacquet of a greater bulk, 1*s.* per oz. | | |
| To or from Scotland - - - - - - - - | – 4 | – 8 |
| And so proportionably; and if a pacquet of a greater bulk, 1*s.* 6*d.* per oz. | | |
| To or from Ireland - - - - - - - - | – 6 | 1 – |
| And so proportionably; and for every pacquet of a greater bulk, 2*s.* per oz. | | |
| And for such Letters or Pacquets as shall be conveyed or carried within Ireland, for every Letter— | | |
| To or from any place within 40 miles from Dublin - - | – 2 | – 4 |
| And so proportionably; and if a pacquet of greater bulk, 8*d.* per oz. | | |
| At a further distance than 40 miles - - - - - | 4 | – 8 |
| And so proportionably; and if a pacquet of greater bulk, 1*s.* per oz. | | |
| To Leghorn, Genoa, Florence, Lyons, Marseilles, Smyrna, Aleppo, and Constantinople - - - - - - | 1 – | 3 – |
| And 3*s.* 9*d.* per oz. | | |



(*continued*)

| | IF SINGLE. | IF DOUBLE. |
|---|---|---|
| | *s.* *d.* | *s.* *d.* |
| To Bourdeaux, Rochel, Nantes, Byonne, Cadize, and Madrid - - - - - - - - - - - | – 9 | 1 6 |
| And 2*s.* per oz. | | |
| To St. Malo, Morlaix and Newhaven - - - - - | – 6 | 1 – |
| And 1*s.* 6*d.* per oz. | | |
| Hambrough, Frankfort, and Collogne - - - - - | – 8 | 1 4 |
| And 2*s.* per oz. | | |
| To Danzicke, Lipswich, Lubecke, Stockholme, Copenhaven, Elsnore, and Queenesbrough - - - - - | 1 – | 2 – |
| And 4*s.* per oz. | | |

And for every thorough-post, or persons riding in post as aforesaid, 2½*d.* per mile for each horse, besides the guide groat for every stage.

§ 4. Letters brought by ship shall be delivered to the Deputy Postmaster.

And whereas, upon the arrival of ships from parts beyond the seas to the outports here, letters directed to several merchants in London have been heretofore frequently delivered by the bringers thereof to loose and uncertain hands, to be conveyed forwards, whereby great prejudice hath accrued to their affairs, as well by the miscarrying of many of the said letters as oftentimes by the opening of the same to the discovery of the correspondence and secrets of the said merchants; be it further ordained and enacted by authority aforesaid, that all letters and pacquets that by any master of any ship or vessel, or any of his company, or any passengers therein, shall be brought to any port town of England or members thereof, and there delivered to be sent forward to the city of London, or any other place in any of the post roads from thence towards the said city (other than such letters as are before excepted, and may be sent by common known carriers as aforesaid, or by a friend as aforesaid), shall by such master, passenger, or other person, be delivered to the deputy or deputies onely of the said officer above ordained, by him appointed for the said port towns, and to none other, by him to be sent forward, according to the direction hereof.

§ 5. No other person shall set up or employ any foot posts, horse posts, or pacquet boats.

Forfeiture.

And that no person or persons whatsoever, other than such officer as shall be so nominated and appointed by his Higness the Lord Protector, or his successors, and constituted by Letters Patents under the Great Seal of England as aforesaid, and his deputies, shall presume to set up or imploy any foot posts, horse posts, or pacquet boats, for the common conveying, carrying, and recarrying of any letters or pacquets by land, within England, Scotland, and Ireland, or from or to any of the ports of the same by sea, or for the horsing of any thorow-post or persons riding in post as aforesaid, upon pain of forfeiting the sum of one thousand pounds for every moneth that he or they shall so imploy and continue the same or any of them; the said forfeiture to be sued for and recovered by action of debt, plaint, or information, in any of his Highnesses Courts of Record, wherein no essoign, privilege, protection, or wager of law to be admitted; and the said forfeiture so recovered to be the one moity thereof to his Highness the Lord Protector and his successors, and the other moity to such person or persons who shall or will inform and sue for the same.

§ 6. Postmaster shall observe instructions to be given by his Highness.

And for the better management of the said office, and that the people of these nations may have their intercourse of commerce and trade the better maintained, and their letters and advices conveyed, carried, and received with the greatest speed, security, and convenience that may be; be it further enacted and ordained by authority aforesaid, that the said Postmaster-general of England, and Comptroller of the Post-office so nominated, appointed, and constituted as aforesaid, and his deputies, shall from time to time observe and follow such further order, rules, directions and instructions for and concerning the settlement of convenient posts and stages upon the several roads in England, Scotland and Ireland, and the providing and keeping of a sufficient number of horses and pacquet boats, as well for the carrying and conveying of the said letters and pacquets, as for the horsing of all thorow-posts, and persons riding in post by warrant or otherwise as aforesaid, as his said Highness the Lord Protector and his successors shall from time to time in that behalf make and ordain.

§ 7. His Higness and successors may grant the said office for life, or any term of years no exceeding eleven.

And that his said Highness the Lord Protector and his successors, may grant the said office, together with the several rates of postage above mentioned, and all profits, privileges, fees, perquisites and emoluments thereunto belonging, or to belong, either for life or for any term of years not exceeding eleven years, to such person or persons, and under such covenants, conditions, and yearly rent, to his said Highness and his successors reserved, as his said Highness and his successors, with advice of the Council, shall from time to time think fit, for the best advantage and benefit of the Commonwealth.

§ 8. None may take or seize horses for service without consent of the owner.

Provided always, and be it enacted by the authority aforesaid, that no person shall have power to take, use, or seize any horses for the service mentioned in this Act, without the consent of the owners, any usage or pretence, or anything in this Act contained to the contrary hereof notwithstanding.

— LI. —

(Commons' Journals, 1659, 1659-60.)

The humble petition of the several postmasters of England in behalf of themselves, and the rest concerned in that employment, consisting of many families, was this day read. Commons' Journals, 10 June 1659, p. 679.

Ordered, That this petition be referred to the Council of State, to take the same into consideration, and to examine the whole matter, and to hear all parties, to consider what is fit to be done, and present their opinions therein to The House.

Ordered, That it be referred to the Council of State forthwith to take the office of post-master into their hands, and to take care that the said office be managed for the best advantage of the Commonwealth; and to call the persons who have received the profits of the said office, to an account, and report the matter to the Parliament, with their opinion therein. 7 Jan. 1659, p. 804.

Ordered, That the whole business concerning the Post-office, and what has been received by Mr. Prideaux,* late Attorney-general, out of the same, and what account hath been made thereof, be referred to a committee to examine, and to state matter of fact, and report it to the Parliament, and their opinion therein; viz. Mr. West, and 18 others, or any five, with power to send for persons, papers, and witnesses; and are to meet to-morrow, in the afternoon, in the Speaker's chamber. 2 Feb. 1659-60.

Mr. Dawson is to take care of it.

Ordered, That it be referred to the Council of State to dispose of the Post-office to the best advantage of the Commonwealth. 27 Feb. 1659 60, p. 855.

The humble petition of William Witherings, esq. was read.

Ordered, That the said petition of Mr. Witherings be referred to the Council of State to examine the matter of fact, and also to hear all parties claiming interest in the said Post-office, and to examine them respecting interests in the said Post-office, and state matter of fact, and report the same, with their opinion therein, to the Parliament.

— LII. —

(Sir *F. Palgrave*, 14.)

VICESIMA TERTIA PARS PATEN' DE ANNO R̃R. CAROLI SECUNDI DUODECIMO.

(26.)

Þ Con' Offic' Henrico Bishopp Ar' } REX Oīibz ad quos &c. Salt̃m. Sciatis qđ nos, de gr̃a nr̃a sp̃iali ac ex ĉta sciencia & mero motu nr̃is, Dedim^s & Concessim^s, & p p̂sentes p nob hered & successoribz nr̃is Dam^s & Concedim^s, dilco subdito nr̃o Henr' Bishopp de Henfeild in Com' Sussex Ar', Offic' Magistr' Nunciozz & Cursozz, cõiĩ vocat' Post' nr̃am, tam infra Regnu' nr̃m Anglie & ceter' Dñia nr̃a q̃m in quibuscunq; ał Partibz transmarinis ubicunq; existen', cum oīibz Vad Feod pfic' Coīoditat' & Advantag' dco Officio ptinen' sive spectan', hend occupand & gaudend Officiu' p̂dict' & ceĉa p̂missa p̂fat' Henrico Bishopp executor' administrator' et assign' suis, p se vel p sufficien' Deputat' suu' vel Deputat' suos sufficien', a vicesimo quinto die Junij ult' p̂t̃it' usq; ad finem t̃mini & p t̃mino septem annozz extunc px' sequen' & plenar' complend: Ac hend & pcipiend Omn' Vad Feod pfic' Coīoditat' & Advantag' eidem Officio spectan' vel ptinen' p̂fat' Henr' Bishopp executor' administrator' & assign' suis in tam amplis modo & forma put Joñes Stanhope Mił Dñs Stanhope de Harrington, Matheus Dequester, Gulielmus Frizell, Thomas Withering, sive aliquis ał dict' Offic' occupans huit & pcepit in & p exĉiō ejusd; Et hoc absq; compo seu aliquo alio pinde nob hered vel succ' nr̃is quocunq; modo reddend solvend vel faciend: Et ulĩius Volum^s, ac de gr̃a nr̃a sp̃iali ac ex ĉta sciencia mero motu nr̃is p p̂sentes p nob hered & successoribz nr̃is Concedim^s p̂fat' Henrico Bishopp, executor' administrator' & assign' suis, qđ he Lr̃e nr̃e Paten' vel Irrotulamen' eazdem erunt in oīibz & p oīia firme valide bone sufficien' & effectuał in Lege erga p̂sus & cont' nos hered & successores nr̃os, tam in oīibz Cur nr̃is q̃m alibi infra Regnu' nr̃m Anglie, Non obstan' male nōiand aut non recte aut non ĉte nōiand p̂dict' Offic' & p̃miss' p̂dict' sive aliqu' inde pceł p p̂sentes p̂concess' aut menĉōnat' fore concess'; Et Non obstan' aliquo defĉu sive defectibz in non recitand vel male recitandaliquam Concessionem sive Concessiones de p̂missis, vel de aliqua inde parte sive pceł de recordo vel non de recordo, vel alit̃ qualr̃cunq; antehac fact', Et Non obstan' statut' in Parliamento Dñi Henr', nup Regis Anglie Sexti, Antecessoris nr̃i, anno regni sui decimo octavo fact' & edit'; Et Non obstan' Statuto in Parliamento Dñi Henr', nup Regis Angł, Octavi, Antecessoris nr̃i, anno regni suis sexto fact' & edit'; Et Non obstan' aliquo alio defect' sive defectibz quibuscunq;, Eo qđ expressa menĉō de vero annuo valore, aut de ĉtitudine p̃missoz, aut de ał Donis sive Concessionibz p nos seu p aliquem Progenitor' sive Predecessor' nr̃oz antehac fact' in p̂sentibz n̄ie fact' existit; Et Non obstan' aliquo Statuto Actu Ordinaĉōe pvisione pclamaĉōe sive Restricĉōe in contrar' inde antehac hit' fact' edit' ordinat' seu pvis' aut aliqua alia re causa vel matĩa quacunq; in aliqua non obstan'; In cujus rei &c. T. R. apud Westm' xiiij° die Augusti.

P ipm Regem.

* Mr. Prideaux died August 1659. *See* Whitelocke, p. 682.

— LIII. —

(Sir *F. Palgrave*, 15.)

AMONG the Records in the Public Record Office, Rolls House, and in the custody of the Master of the Rolls, pursuant to Statute 1 & 2 Vict. c. 94; to wit, in the Book of Inrolments of Letters Patent and Letters of Privy Seal, relative to the Pell of Receipt, belonging to the late Pell Office of the Receipt of the Exchequer, No. 3, pages 54-62, it is contained as follows:

THIS Indenture, made the First day of September, in the Twelveth yeare of the Raigne of our Sov̂aigne Lord Charles the Second, by the grace of God of England, Scotland, France, and Ireland, King, Defender of the faith, &c. Betweene o^r^ said sov̂aigne Lord the Kings most excellent Ma^tie^ of the one pte, And Henry Bishop of Henfield, in y^e^ County of Sussex esq^r^, of the other pte; Whereas the Kings most excellent Ma^tie^ by his Letters Patents, bearing date the Fourteenth day of August last past, Hath, for the Consideracõns therein expressed, gr̃ted to the said Henry Bishop, his executo^rs^, adõ^rs^, and assignes, the Office of Postmaster w^th^in the Kingdome of England and the rest of his Dominions, and all other pts beyond the Seas wheresoever, for the terme of Seven yeares from y^e^ Five and Twentieth day of June now last past, As by the said L'res Patents, relacõn being thereunto had, it doth and may appeare, And whereas it is intended that the said Henry Bishop, his executo^rs^* and assignes, and his and their sufficient Deputy and Deputyes, should have, hold, use, exercise and enjoye all and every the powers, priviledges, p̃fitts, and advantages expressed in a p̂tended Act of Parliament, made in y^e^ yeare of our Lord God One Thousand Six hundred Fifty and Six, for the settling of the Postage of England, Scotland, and Ireland; Now theis presents Witnes, That the Kings most excellent Ma^tie^, for and in consideracõn of the yearly Rents and Covenants herein after menc̃oed to be payd and p̃formed by the said Henry Bishop, his Executo^rs^, adm̃istrato^rs^, and assignes, for and during the said Terme, and for and in consideracõn of the sũme of Five Thousand Three hundred Seaventy and Five pounds of good and lawfull money of England, at the Receipt of his Ma^ts^ Exchequ^r^ at Westm^r^, payd by the said Henry Bishop to his said Ma^ts^ use, by way of advance of the yearly Rent herein after menc̃oned to be payd to his said Ma^ty^, The Receipt of w^ch^ said sũme of Five Thousand Three hundred Seaventy and Five Pounds his said Ma^tie^ doth hereby acknowledge, and thereof and of every pte and p̃cell thereof doth acquite, exonãte, and discharge the said Henry Bishop, his heires, executo^rs^, adm̃strato^rs^, and assignes, and every of them by these p̂sents, his said Ma^tie^ doth for himselfe, his heires, and Successors, Covenant and graunt to and w^th^ the said Henry Bishop, his exec^rs^, adõ^rs^, and assignes, and every of them, That the Parliament be moved speedily and effectually, by his said Ma^tie^, to passe and* Act of Parliament in the due and usuall forme of Statutes and Acts of Parliament, for the settlement of the said Postage and of the profitts thereof, on his said Ma^tie^, as parte of the Revenue of his said Ma^tie^; And that from and after the passing of the said Act it shall and may be lawfull to and for the said Henry Bishop, his executo^rs^ and assignes, and for noe other p̃son or p̃sons whatsoever, for and during the said term of seaven years, to have, hold, use exercise and enjoye all and every the powers, priviledges, profitts and advantages w^ch^ shal be menc̃oned in the said intended Act. And the said Henry Bishop, for himself, his heirs, executo^rs^ and Adm̃strato^rs^, and every of them, doth covenant, promise and grant to and w^th^ his said Ma^tie^, his heires and successors, That, in consideracõn of the said Graunt of the said office, and of the priviledges and advantages herein before covenanted to be had and enjoyed by him the said Henry Bishop, his executors and assignes, during the said terme, Hee, the said Henry Bishop, his exec^rs^ and assignes, shall and will well and truly pay or cause to be payd unto his said Ma^tie^, his heires and successors, at the receipt of his Ma^ts^ Exchequ^r^ at Westm^r^, the yearly rent or sũme of Twenty-one Thousand Five hundred Pounds of good and lawfull money of England, upon the Fower most usuall Feasts or dayes of payment in y^e^ yeare (that is to say), upon the Nine and Twentieth day of September, cõmonly called Michas day, The Twenty Fifth day of Dec̃ber, cõmonly called Christmas Day, the Twenty-fifth day of March, cõmonly called Lady Day, and the Fower and Twentieth day of June, cõmonly called Midsomer Day, or w^th^in Thirty days next after or over any of the said Feasts or days, by even and equall Porc̃õns, for and during all the said terme, excepting only the last quarter of the last yeare of the said terme, The Rent of w^ch^ last quarter of the said last yeare of the said terme is by these p̂sents agreed to be abated and is abated in respect of the advance of y^e^ said sũme of Five thousand Three hundred Seaventy and Five Pounds before menc̃oed, to be the consideracõn of these p̂sents which is payd for one Quarter's rent before hand. Provided alwaies, that if it shall happen the said yearly Rent of Twenty-one Thousand and Five hundred pounds, or any pte thereof, to be behinde and unpayd by the space of Thirty dayes next after any of the respective dayes and times herein before lymitted for paym^t^ thereof, then it shall and may be lawfull to and and for his said Ma^tie^, his heires and Successors, to enter upon the said office, and the same to take, receive, and have againe, unto the use of his said Ma^tie^, his heires and Successors, all and every the p̃fitts, benefitts, and advantages thereof. And that from and after the expiracõn of the said Thirty dayes and fayler of payment after any of the s^d^ respective tymes w^th^ in w^ch^ the said severall payments are agreed to be paid as aforesaid, the said recited Letters Patents and Grant of y^e^ said office unto the said Henry Bishop and his assignes, and all and every

(So.)

* In this and other places the word *administrators* is omitted.

every the powers and priviledges therein conteyned and granted, shall cease and determine and be taken and reputed to be absolutely null and voyd, any thing in these p̄sents or in y^e said recited Lr̃es Patents conteyned to y^e contrary thereof in any wise notwithstanding. And the said Henry Bishop, for himselfe, his heires, executo^rs, admr̃strato^rs and assigns, and every of them, doth further covenant, promise & grant to and w^th his said Ma^tie, his heires and Successors, That he the said Henry Bishop, his executo^rs and assignes, shall, at y^e rates and Prizes for Postage of Lr̃es and Packetts menc̃oned and expressed in y^e said pretended Act of Parliament, defray the whole charge of carrying and recarrying of the said Packetts and mayles of Letters, and other thinges, and all other charges whatsoever in mainteyning the said Office during y^e said terme before lymitted; and that all and singular Letters, Packetts and dispatches, ordinary and extraordinary, directed or to be directed from or to his said Ma^tie, his heires or successors, or from or to the Lord high Admirall of England for the time being, or from or to the Lord Chancellor of England for the time being, or from or to the Lord Tr̃er of England, or the Commissioners of the Trear̃y for the time being, or from or to the Lord Warden of the Cinque Ports for the time being, or from or to the Secretaryes of State, or either of them, for the time being, and alsoe the single Inland Letters only of the members of the p̄sent Parliament during the continuance of this Session of this Parliament, shalbe conveyed and carryed, either by the C̃omon or ordinary Male, or other speedy and safe passage, free of and from the Payment of any rates or Portage, and other charges w^tsoever. And that in case any complaynt shall happen concerning the management of the said Office during the said terme, the said Henry Bishop, his executo^rs and assignes, shall submitt the same to the hearing and determinac̃on of the Secretaries of State for the time being, or either of them, And shall p̄mitt and suffer the said Secretaries of State for the time being, or either of them, from time to time and at all times during the said terme, to have the survey and inspec̃on of all Letters w^thin y^e said Office, at their or either of their discretion; and further, that he the said Henry Bishop, his executo^rs and assignes, shall from time to time during the said terme, give and deliver to the said Secretaries of State, or one of them, a true and p̄fect list or catalogue of all such Postmasters and other Officers as shalbe at any time during the said Terme imployed by the said Henry Bishop, his executo^rs or assigns, in or about the executing of y^e said Office; and in case any just and reasonable exception shalbe taken by the said Secretaries, or either of them, against any p̄son or p̄sons soe imployed, the said Henry Bishop, his executo^rs and assignes, shall and will remove such p̄son and p̄sons, against whom such excep̄c̃on shalbe taken, out of and from his and their Imployment under him or them; and that he the said Henry Bishop, his executo^rs and assignes, shall offer unto the said Secretaries of State for the time being, or one of them, for their approbac̃on, from time to time, all such alterac̃ons of the p̄sent setled Post Stages, and all such erec̃c̃ons of New Stages as shalbe thought fitt by the said Henry Bishop. his executo^rs or assignes, to be altered or erected for the better managem^t and advantage of the said Office, which alterac̃ons shall not be made unlesse the same be first approved by the said Secretaries, or one of them: Provided neverthelesse, that if, at any time during the said Terme, it shall happen any plague to be in the City of London, or any other great Towne or City, Inland or Forraine, under w^ch the Postage of Letters is usuall; or if Warre, either Civill or w^th such Forraine Nation w^th whom there is now Commerce, shall happen, or if the said Graunt of y^e said Office prove to be ineffectuall, either in p̄te or in whole, by reason of any p̄cedent right of any p̄son or p̄sons unto any p̄t or p̄ts of the said Office, or through defect of the Act of Parliament intended to be passed as aforesaid, or through any other defect in the said Graunt of the said Office, That then such abatement of the yearly Rent hereinbefore reserved shalbe made and allowed unto the said Henry Bishop, his executo^rs and assignes, proporc̃onable unto the profitts as shalbe proved unto the said Secretaryes of State for the time being, or one of them, to have beene made of such part or parts of the said Office w^ch cannot be enjoyed, and proporc̃onable to the losse w^ch the said Henry Bishop, his executo^rs and assignes, shall make appeare to be susteyned through want of any of the aforesaid powers and privileges. And the Com^rs of the Treasury for the time being, the Lord Tr̃er, Chancellor, Undertr̃er, and Barons of his Ma^ts Exchequ^r, and other the Officers and Ministers of the said Exchequ^r for the time being, and all other whom it doth or may in this behalfe concerne, shall make or cause to be made to the said Henry Bishop, his exec^rs and assignes, from time to time all and every the Defalc̃ac̃ons, allowances, and abatement w^ch, for all or any the reasons or causes herein before menc̃oned, shalbe allowed by the said Secretaries for the time being, or either of them, signifyed by any writing under their or either of their hands. And these p̄sents, or the Inrollment thereof in the said Co^rt of Exchequ^r, shalbe to y^e said Com^rs for the Treasury for the time being, the Lord Treasurer, Chancellor, Undertr̃er, and Barons of the Exchequ^r, and all other the Officers and Ministers of the said Exchequ^r for the time being, a sufficient Warrant & discharge for making the said Defalc̃ac̃ons, allowances, and abatem^ts for all or any the causes or reasons herein before menc̃oned by way of discharge, or otherwise to be made from time to time, as often as the same shall happen, These p̄sents, or any thing therein conteyned to y^e contrary thereof in any wise notw^thstanding: Provided neverthelesse, that if the said Secretaries of State for the time being, or one of them, shall not allowe unto the said Henry Bishop, his executo^rs and assignes, to his and their satisfac̃on, such abatements of y^e said yearly Rent as shalbe made appeare to be proporc̃onable to the losse or damage w^ch the said Henry Bishop, his executo^rs or assignes, shall at any tyme or tymes susteyne by reason of any the causes or accidents aforesaid, according to the true intent and meaning of these p̄sents, That then, upon three moneths' notice to be given to the said Secretaryes of State, or one of them, and upon the payment of all such Arreare of y^e Rent reserved in and by these p̄sents, as shall then happen to be due and payable into his said Ma^tie, his heires and Successors, accompt-

ing the aforesaid sūme of Five Thousand Three hundred Seaventy and Five Pounds, payd beforehand for the Rent of one quarter of a yeare, It shall and may be lawfull to and for the said Henry Bishop, his executo$^{rs}$ and assignes, to Surrender up his and their right and Tytle in and to y$^{e}$ said Office, and all and every the p̄misses, and his said Ma$^{tie}$ shall and will accept thereof; and, from the tyme of such Surrender, all Covenants and agreements concerning the payment of the yearly Rents or sūmes of money herein before menc̄oned, shall be null and voyd, any thing in these p̄sents conteyned to the contrary thereof in any wise notwithstanding. And the said Henry Bishop, for himselfe, his execut$^{rs}$ and assignes, doth further Covenant and Graunt, to and w$^{th}$ his said Ma$^{ty}$, his heires and Successors, by these p̄sents, That he, the said Henry Bishop, his executo$^{rs}$ or assignes, shall not, nor will at any time or times hereafter, have, receive or take any other or greater price or prices, rate or rates, allowance or allowances, for the carryage or recarriage of any letters, packetts, or mayles of letters w$^{t}$soever, then such as in the said p̄tended Act are lymitted and appoynted. And his said Ma$^{ty}$, for himselfe, his heires and Successors, doth hereby grant to the said Henry Bishop, his executo$^{rs}$ and assignes, by these p̄sents, That he, the said Henry Bishop, his executo$^{rs}$ and assignes, for and under the payment of the yearly Rents or sūmes of money herein before agreed to be payd in manner and forme aforesaid, and for p̄formance of the other Covenants and agreem$^{ts}$ herein alsoe before menc̄oned, on his and their p̄ts, to be p̄formed, shall and may quietly and peaceably have, hold, and enjoye the said office, with all and every the profitts and appurtenc̄ thereunto belonging, and all and singular other the powers and authorityes, rights, priviledges, and advantages herein before g̃nted during the said terme of Seaven years, free and cleere from all manner of former graunt or graunts thereof, or of any p̄te thereof, to any p̄son or p̄sons whatsoever, w$^{th}$out the lett, trouble, disturbance or evicc̄on of any p̄son or p̄sons w$^{t}$soever for or concerning the same, and that free and cleere, and freely and cleerly acquitted, exon̄ated and discharged, or otherwise saved and kept harmelesse and indemnifyed by defalcac̄on, abatement, and allowance for the same as aforesaid, from time to time and at all times hereafter during the said terme, by his said Ma$^{ty}$, his heires, and successors, at the sole and p̄p costs and charges in the Lawe or otherwise of his said Ma$^{ty}$, his heires and successors; and further, that these p̄sents, and all and singular the grants, matters, and things herein conteyned, shalbe made good, ratifyed, and confirmed unto him the said Henry Bishop, his executo$^{rs}$ and assignes, by such other Letters Patents under the Great Seale of England to be had and obteyned, as by the said Henry Bishop, his executo$^{rs}$ or Assignes, or by his or their Councell learned in the Lawe shall in that behalfe and for that ende be reasonably devised, advised, and required. In witness whereof, to the one p̄te of this Indenture remayning with the said Henry Bishop, our So$^{v}$aigne Lord the King's Ma$^{ty}$ hath caused the Great Seale of England to be affixed; and to the other p̄te of this Indenture remayning w$^{th}$ our said So$^{v}$raigne Lord the King, the said Henry Bishop hath sett his hand and seale the day and yeare first above written.

*Howard.*

By the King.

— LIV. —

Lords' and Commons' Journals, 1660.

8 Com. Journ. p. 141, 29 August 1660.

A Bill for constituting and appointing a Postmaster-general, was this day read the first time; and, upon the question, ordered to be read the second time tomorrow morning.

8 Com. Journ. p. 155, September 1660.

A Bill impowering the King's Majesty to constitute and appoint a Postmaster-general for life, or years, not exceeding 21 years, was this day read the second time; and, upon the question, committed unto Sir Tho. Clergis, &c.

8 Com. Journ. p. 167, 12 September 1660.

Ordered, By the Commons, in Parliament assembled, That the office of postmaster, and the postage and carriage of letters, domestic and foreign, shall continue to be exercised by the same persons employed therein by his Majesty, their agents and servants, according to the same rates and rules now practised, and without the interruption of any person or persons whatsoever, until the 6th day of November next ensuing.

The Lords' concurrence is desired herein; and Mr. Annesley is to carry it to the Lords.

11 Lords' Jour. 12 Sept. 1660, p. 170.

A message was brought from the Commons by Mr. Annesley, &c., who brought up two Orders, wherein they desire their Lordships' concurrence:

1. An Order for continuance of the postage of letters, until the 6th day of November next. (*Vide* Commons' Journal, Sept. 12th, *supra*).

2. &c.

The answer returned was,

That their Lordships do agree to the Order concerning the postage of letters.

Order concerning the Postmaster and Postage of Letters.

Ordered, by the Lords and Commons in Parliament assembled, That the office of postmaster, and the postage and carriage of letters, domestic and foreign, shall continue to be exercised by the same persons now employed therein by his Majesty, their agents and servants, according to the same rates and rules now practised, and without the interruption of any person or persons whatsoever, until the 6th day of November next ensuing.

8 Com. Jour. 12 Sept 1660, p. 168.

Mr. Annesley reports that he had delivered to the Lords the Order of The House of this day, concerning the Post-office; and the Lords gave answer that they concurred therein.

Mr.

Mr. Tytus reports amendments, and three provisoes, to the Bill for settling the postage of letters: which he read in his place; and were after read the first and second time by the clerk; and afterwards were read by parts: and the 1st, 2d, 3d, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th amendments, on questions severally put, were agreed unto. 8 Com. Journ. p. 198, 5 December 1660.

Resolved, That the amendments in page 8, line 21 and last; and in page 9, line 2; and the whole clause in the Bill beginning page 8, line 9, and ending page 9, line 13; be re-committed to the former Committee; who are to take care, that the liberty of foot posts be so limited, that the office of postage of letters may not be thereby destroyed.

Resolved, That the said Committee do speak with the Postmaster-general, about the rates of foreign letters; and endeavour to reduce them to certain and fit rates.

Resolved, That the first proviso reported, concerning the time for furnishing post horses, be re-committed to the former Committee.

Resolved, That the second proviso reported, concerning liberty to carry letters to or from the next post roads; and the third proviso, concerning the carriage of the post mail, in other than English ships; were, upon the question, agreed.

A proviso was tendered to this Bill; viz. That this Act, or anything therein contained, shall not extend to take away, or prejudice, the right, title, or interest, in law or equity, which George Porter, esquire, hath, or claimeth to have, to the office or offices in this Act mentioned; or the deputation, execution, or improvement thereof, or of any part thereof; or to the profits thence arising; anything in this Act to the contrary hereof in anywise notwithstanding: which was read the first time,

And the question being put, That this proviso be read the second time;

The House was divided: and the yeas went forth.

Sir John Talbot, Lord Falkland, tellers for the yeas: with the yeas, 126.

Sir Sal. Swayle, Mr. Tytus, tellers for the noes: with the noes, 116.

And so the question, passing in the affirmative;

Resolved, That this proviso be read the second time.

And it was accordingly read the second time.

And the question being put, That the said proviso be committed;

The House was divided: and the yeas went forth.

Sir Jo. Talbot, Lord Herbert, tellers for the yeas: with the yeas, 88.

Sir Sal. Swayle, Colonel King, tellers for the noes: with the noes, 96.

And so it passed in the negative.

Resolved, That the Committee for Postage of Letters, do meet this afternoon, notwithstanding the sitting of the Grand Committee; and make their Report to-morrow morning.

Ordered, That the said Committee do prepare and bring in a clause, for enjoining all persons employed about the Post-office to take the oaths of supremacy and allegiance.

Mr. Titus reports amendments to the Bill for settling the postage of letters: which were first read by him in his place; and were after read the first and second time by the clerk; and, on the question, were agreed unto. 8 Com. Journ. p. 211, 17 Dec. 1660.

A proviso was tendered to this bill; viz.

Provided also, and be it enacted, by the authority aforesaid, that a letter or pacquet post shall, twice every week, come by the way of Truro and Penrin to the town of Market-jew, alias Marhasien, in the county of Cornwall, and once a week to Kendall, by the way of Lancaster; and to the town of Penrith in Cumberland, by the way of Newcastle and Carlisle; and to the city of Lincolne, and borough of Grimsby, in the county of Lincolne; anything in this Act contained to the contrary thereof in anywise notwithstanding.

Which was read the first and second time; and on the question, agreed, and ordered to be part of the Bill.

Another proviso was tendered: "That this Act, or anything therein contained, shall not extend or be construed to make good or confirm any letters patents, grant, or agreement, heretofore made by the King's Majesty, to or with any person or persons whatsoever, of or concerning the said office of postmaster, or carriage of letters by post; but that the King's Majesty shall and may grant and dispose of the said office, fees, and profits thereof, as he shall think fit; any such letters patents, grant, contract, or agreement, to the contrary in anywise notwithstanding."

And the question being put, that this proviso be read the second time;

It passed in the negative.

Another proviso was tendered to the Bill; viz.

"Provided also, and be it enacted, by the authority aforesaid, that such Postmaster-general to be from time to time appointed by his Majesty, his heirs and successors, as aforesaid, shall continue constant posts for carriage of letters to all places, though they lie out of the post roads, as hath been used for the space of three years last past, at the rates hereinbefore mentioned, under pain of forfeitures, for every omission, 5*l.*; to be recovered by action, suit, or plaint, in any his Majesty's courts of record; the one moiety to the use of his Majesty, the other moiety to the use of the informer." 8 Com. Journ. p. 212, 17 Dec. 1660.

Resolved, That this proviso be read the second time.

And it was read accordingly; and was, on the question, agreed unto; and ordered to be part of the Bill.

Resolved, That, in the proviso among the amendments, concerning the officers of the Post-office taking the oaths of allegiance and supremacy, these words be added; viz. "Before any two justices of peace, of the respective counties wherein such person or persons are or shall be resident; which said justices are hereby authorized to administer the said oaths accordingly."

Another proviso was tendered to this Bill; viz.

"Provided also, and it is hereby enacted, that all the letters which at any time hereafter shall be sent by or unto any of the knights, citizens, and burgesses, chosen and continuing to be Members of the Parliament of England, shall be freely, and without any charge unto them, safely carried and conveyed by every letter post established by this Act, according to the directions of the said letter; anything in this Act to the contrary notwithstanding:

Which was read the first and second time, with the addition of these words, in the fourth line, "and sitting the Parliament:" and was, on the question, agreed to be part of the Bill.

8 Com. Journ. p. 212. Resolved, That such of the persons who have contributed their pains in improvement of the revenue of the Post-office, as the Committee to whom this Bill was referred, shall think fit to be taken into consideration, be recommended to the King's Majesty, for consideration to be had of their pains taken therein, accordingly.

8 Com. Journ. p. 217, 20 Dec. 1660. A Bill for erecting and settling a general Letter-office, by the King's Majesty, was this day read the third time.

Resolved, That these words, viz., "As in the said office formerly hath been in use," be omitted in the 4th sheet, line 12th, next after the word "letters."

A proviso was tendered to this Bill; That this Act, or anything therein contained, shall not extend, or be construed, to prejudice the liberties, rights, and privileges, of either of the Universities of this land; but that the said Universities respectively may use and enjoy their former liberties, rights, and privileges, of using carriers to carry and re-carry letters, to and from the said Universities respectively, as formerly they did; and as if this Act had not been made; anything therein contained to the contrary in anywise notwithstanding: which was this day read the first and second time; and withdrawn.

Another proviso was tendered to this Act; That nothing in this Act contained shall extend, or be construed, to prejudice or impeach the ancient rights and privileges of the Cinque Ports, and their Members; but that, as formerly, they shall hold and enjoy the same privilege of sending their own posts to and from London with letters; anything in this present Act contained to the contrary notwithstanding:

And the question being put, that this proviso be read the second time;

It passed with the negative.

Another proviso was tendered to this Bill; That all inland letters, sent by any pacquet post established by this Act as aforesaid, do and shall pay the rates and prizes before mentioned at such stage where they are last delivered only, unless the party that delivers the letters desireth to pay elsewhere; anything in this Act to the contrary notwithstanding: which was this day read the first, second, and third time; and, upon the question, passed.

Another proviso was tendered to this Bill; That all letters, or other things, may be sent or conveyed, to or from the two Universities of Oxford or Cambridge, in manner as heretofore hath been used; anything therein contained to the contrary notwithstanding: which was this day read the first time:

Resolved, That the proviso do go generally the two Universities.

The said proviso, so amended, was read the second time; and, upon the question, agreed unto.

Another proviso was tendered to this Bill; That this Act, or anything therein contained, shall not extend to take away the profit and benefit belonging to the barges of Windsor and Maydenhead, in the county of Berkes, and all other places, for the carriages of letters and pacquets; but that they shall carry the same, as formerly they might have done; and as if this Act had not been made: which was read the first time; and laid aside.

And the said Bill, being so amended, being put to the question, passed.

Ordered, That this Bill be sent to the Lords for their concurrence; and Mr. Tytus do carry this Bill to the Lords:

That this be the title of the Bill, An Act for erecting and establishing a Post-office.

8 Com. Journ. p. 223, 22 Dec. 1660. The Amendments to the Bill for the Post-office, taking away the proviso about letters to Members of Parliament, were read; being as follows:

The clause in the 43 line, beginning with word "provided," to be wholly left out; ending with the word "notwithstanding," in the 48 line; and, on the question, were agreed unto.*

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* For the history of the omission of this proviso, concerning the carrying of the letters sent by or unto Members of Parliament, free of postage, *see* the Report of the Committee on the Privilege of Franking Letters, 16th April 1735. Com. Journ. XXII. p. 462.

— LV. —

(Miscellaneous, 9.) A. D. 1660.

ABSTRACT OF ACT 12 CAR. II, c. 35, for erecting and establishing a Post-office.

[Preamble.] "WHEREAS, for the maintenance of mutual correspondencies and prevention of many inconveniences happening by private posts, several publique post-offices have beene heretofore erected for carrying and recarrying of letters by posts to and from all parts and places within England, Scotland, and Ireland, and several parts beyond the seas, the well ordering whereof is a matter of general concernment and of great advantage, as well for preservation of trade and commerce as otherwise, To the end therefore that the same may be managed soe that speedy and safe dispatches may be had, which is most likely to be effected by erecting one General Post-office for that purpose:"

§ 1. One general letter office to be erected in some convenient place within the city of London for sending and receiving such letters and pacquets. One master of said office to be appointed by the King's Majesty, his heirs and successors, and constituted by letters patent under the great seal, by name of His Majesty's Postmaster-general, which officer and his deputies and agents, "and no other person, shall have the receiving, taking up, ordering, despatching, sending post or with speede, and delivering of all letters and pacquets whatsoever which shall from time to time be sent to and from all and every the parts and places of England, Scotland, and Ireland, and other His Majesty's dominions, and to and from all and every the kingdoms and countries beyond the seas where he shall settle or cause to be settled, posts or running messengers for that purpose. Except letters sent by coaches, common known carriers of goods by carts, waggons, or packhorses, and shall be carried along with their carts, waggons, and packhorses respectively, and except letters of merchants and masters which shall be sent by any masters of any ships or other vessel of merchandize, or by any other person employed by them for the carriage of such letters aforesaid, according to the respective directions, and also except letters to be sent by any private friend in their ways of journey or travill, or by any messenger sent on purpose for or concerning the private affairs of any person or persons, and also except messengers who carry and recarry commissions, or the returne thereof, affidavits, writs, process or proceedings, or the returnes thereof issuing out of any court."]

§ 2. [Same in substance as § 2, Act 1656.]

§§ 3 & 4. ["Rates for letters."]

§ 5. ["Rates for posthorses."]

§ 6. [Same in substance as § 4, Act 1656.]

§ 7. ["Penalty on any person other than such Postmaster-general and his deputies carrying letters for hire other than before excepted, or setting up posts for the common conveying of letters and horsing posts."]

§§ 8 & 9. [Provisos in case of Postmaster not furnishing sufficient horses.]

§ 10. [Nothing in this Act to be held to prohibit the carrying letters, &c. from any town to next post stage.]

§ 11. ["Penalty on carrying mail out of England in foreign vessels."]

§ 12. ["Officers in Post-office to take the oaths of allegiance and supremacy."]

§ 13. [Provisos as to posts through certain towns.]

§ 14. [Postmaster-general to continue constant posts for carriage of letters to all places, though they lie out of the post roads, as hath been used for the space of three years last past, at the rates hereinbefore mentioned.]

§ 15. [Same preamble and enactment as § 6, Act 1656, substituting "His Majesty, his heirs, &c." for "Lord Protector, &c." and His Majesty may grant said office, with all profits, &c. for life, or term of years not exceeding 21, to such persons and under such covenants and yearly rent reserved as his Majesty, his heirs and successors, shall from time to time think for ye best advantage and benefit of this kingdom.]

§ 16. [Same as § 8, Act 1656.]

§ 17. ["Rates of inland letters to be paid where delivered."
"Exception."]

§ 18. [Letters, &c. may be sent to and from the two Universities in manner as heretofore.]

— LVI. —

(Mr. *Lechmere*, 30.) 16 January 1660–1.

BY THE KING.

A PROCLAMATION For quieting the Post Master General in the execution of his Office.

*Charles R.*

16 January 1660–1. State Paper Office. Collection, No. 39

WHEREAS We have by Our Letters Patents under Our great Seal, constituted and appointed Our Trusty and Welbeloved Henry Bishop, Esq^re, Our Post Master General, to perform and execute all and every the powers mentioned in a late Act of Parliament, touching the erecting and setling an Office of Post Master General; And whereas the secret and indirect conveyance of Letters, by ways unlawful and unauthorized, doth not onely tend to the diminution of Our Revenue, by lessening the Office of Post Master General, but may be a means to promote seditious designs and to disturbe the peace of Our Realm;

We have thought fit therefore, by this Our Proclamation, to advertise all and singular Our good subjects of their duty, and to require their obedience accordingly; And We do hereby stricktly prohibite and forbid all and singular person and persons whatsoever (other then the said Henry Bishop, his deputies, servants, or assignes, directly or indirectly) to do, execute, perform, or intrude themselves to have any employment in or about anything, which ought to be done by him the said Henry Bishop, his Deputies, Servants or Assignes, without his the said Henry Bishop's Deputation, License, or Allowance, upon pain of Our displeasure, and such other Penalty as may be inflicted upon the Offenders for contempt of this Our Royal Commandement, and of the said Act of Parliament: And that the said Henry Bishop, his Deputies, Servants, and Assigns, may the better intend the service and duty of the said Office of Post Master General, We do hereby further Declare Our Royal Will and Pleasure to be, That the said Henry Bishop, his Deputies, Servants and Assignes, shall be from henceforth freed, exempted, and discharged of and from serving upon all Juries, Inquests, Musters, or any other Publike Employments or attendances that may any way impede, retarde, or prejudice the execution of his or their duty and service in the said Office, And that he and they shall have and enjoy all such Priviledges as have been formerly granted by any of Our Royal Ancestors unto the Masters of their Posts and servants: And we do further expressly will and command, by these presents, all Maiors Sheriffs, Justices of Peace, Constables, Bailiffs, all Searchers of our Ports, and all other our Officers and Ministers wheresoever, within their several Jurisdictions and Offices, from time to time to make diligent search for all males, bougets, and other carriages of all such disallowed and unlicensed Carriers and Messengers, or other suspected persons carrying Pacquets, or Letters, from place to place within our said Realms and Dominions, or coming in or going out of this Realm, to or from any other kingdoms or countries, contrary to the tenor of the said Act of Parliament, and the Rights and Priviledges of the Post Master General therein declared and established; and to seize all and every such males and pacquets of letters which shall be found in the hands of persons not having lawful warrant or authority from Our Post Master General for the time being to carry the same, and the said Males or Pacquets of Letters, together with the names of the persons so as aforesaid presuming to convey them, immediately to send up, and certifie to Our Privy Councel. Given at the Court at Whitehall, the sixteenth day of January, in the twelfth year of His Majesties Reign, One thousand six hundred and sixty.

God save the King.

## — LVII. —

(Sir *F. Palgrave*, 16.)

AMONG the Records in the Public Record Office, Rolls House, and in the custody of the Master of the Rolls, pursuant to Statute 1 & 2 Vict. c. 94; to wit, in the Book of Inrolments of Letters Patent and Letters of Privy Seal, relative to the Pell of Receipt, belonging to the late Pell Office of the Receipt of the Exchequer, No. 3, pages 62–66; it is contained as follows:

14 February 1660–1. The humble Certificate of S^r^ Edward Nicholas and S^r^ W^m^ Morrice, Principall Secretaries of State to his Ma^ty^; dated February the 14th, 1660.

WHEREAS by one indenture, bearing date the First day of September last past, made betweene his most excellent Ma^tie^ of the one pte, and Henry Bishopp, esq^r^ of the other pte, wherein the said Henry Bishop hath covenanted and agreed in consider$\tilde{c}$on of his Ma^tyes^ Graunt of the Post Office throughout his dominions, to him the said Henry Bishop, his executo^s^ administrato^s^ and assignes, for y^e^ terme of seaven yeares from the Five and Twentyeth day of June last past, to pay vnto his Ma^tie^ his heires and successo^rs^ the yearly Rent of One and Twenty Thousand and Five Hundred Pounds at the Fower vsuall Feasts in the yeare, by equall por$\tilde{c}$ons: And, in and by the said Indenture, It is agreed by his Ma^tie^ and provided, that if the said Grant of the said Office prove to be ineffectuall, either in pte or in whole, through defect of an Act of Parliament to be passed in this present Parliament concerning the said office, as is men$\tilde{c}$oned in the said Indenture, to be intended to be passed, or through any other defect wtsoever in the said Grant, That then abatement of the yearly rent reserved in the said Indenture shall be made and allowed vnto the said Henry Bishop propor$\tilde{c}$onable vnto the profitts that shall be proved to the Secretaryes of State for the time being, or one of them, to have beene made of such pt or pts of the said office, w^ch^ cannot be enjoyed, and propor$\tilde{c}$onable to the losse w^ch^ the said Henry Bishop shall make appeare to be susteyned through want of any of the powers and priviledges intended to be enjoyed by him, by forse of the said intended Act: And that the Lord Tr̃er, Lord Chancellor, and all Officers of the Exchequ^r^ for the time being whom it may concerne, shall make or cause to be made to the said Henry Bishop from time to time all and every the defal-ca$\tilde{c}$ons, allowances, and abatements w^ch^ for all or any the causes aforesaid shalbe allowed by the Secretaryes of State for the time being, or either of them, signifyed by any writing vnder their or either of their hands: And that the said Indenture shalbe to the Lord Tr̃er and all other a sufficient warrant and discharge for making the said allowances and abatements: And whereas the said Henry Bishop hath made it appeare vnto vs that, from the Five and Twentieth day of June last past vnto the Nine and Twentieth day of September last past, he the said Henry Bishop could not enjoye pt of the profitts of the said office; that is to say, soe much of the said profitts as ought to have been payd for the due port of

of the pacquetts and pcells carryed to and from the City of London for the severall Members of the late Parliament over and above all their single letters agreed in and by the said Indenture to be carryed w^th^out any port for the same, the said Henry Bishop having no effectuall meanes to compell the due payments af the said profitts of the said office by the said Members of Parliament, through want of the said intended Act of Parliament, and by reason of the priviledge of Parliament, The w^ch^ said profitts of the said Office which he could not enjoye for the reasons aforesaid, betweene the said Five and Twentieth day of June and the Nine and Twentieth day of September have been proved before vs, to amount to the sume of Five hundred Fifty eight pounds Nineteen shillings and Tenne pence of lawfull money of England: And whereas the said Henry Bishop hath alsoe made it appeare vnto vs that, for want of the passing of the said intended Act of Parliament, and for want of a legall power to restraine all other posts from riding or running post w^th^ letters, according to the intencõns of the said Indenture of Covenants, There are sev^r^all posts that constantly ride and runne w^th^ letters to and from the City of London besides those appoynted by the said Henry Bishop; And it hath beene proved before vs, That the damages the said Henry Bishop has susteyned by reason of the sev^r^all posts riding w^th^ letters w^th^out authority from the said office, doth amount vnto the sũme of Five hundred pounds of like money: And whereas it hath been also proved before vs, That the said Henry Bishop hath w^th^in y^e^ time aforesaid susteyned One hundred and Sixteene pounds damage more by carrying of severall letters and packquets for the Comissioners for Governm^t^ of Ireland residing in Ireland, not having had any pay or allowance for the same: And whereas alsoe wee have our selves, by speciall comand from his Ma^tie^, appoynted the said Henry Bishop to carry several Pacquetts and Letters sent to the Post Office from time to time by the Comission^rs^ of the army here in England, w^th^out demanding or receiving anything for the same, promising him y^t^ the port of the same should be allowed and abated out of the Rent payable vnto his Ma^tie^ by him for the same office; And it hath been also proved before vs, That w^th^in the time aforesaid he hath carryed letters and pacquetts for the said Com^s^ w^th^out demaunding any thing for the same, the Port whereof, according to y^e^ rates for carriage of Letters sett by Act of Parliament, hath amounted vnto the sũme of One hundred Ninety Six pounds sixteene shillings and Tenne pence more, and that he is thereby damnified the said sũme of One hundred Ninety Six pounds sixteene shillings and Tenne pence; For all w^ch^ ptic̃lars he hath demaunded our allowance, and prayed our certificates according to y^e^ tenor and purport of the said Indenture of Covenants: Vpon due consideracõn had of the said allowances and abatements demanded by the said Henry Bishop to be made vnto him out of the rent due and payable to his Ma^tie^ for the said Office vpon the Nine and Twentieth day of September last, or w^th^in Thirty dayes after the same, according to the said provisoe in the said recited Indenture, and of the proofes, reasons and causes for the said abatem^ts^, Wee doe hereby Certifie vnto the right hon^ble^ Thomas Earle of Southampton, now Lord high Trer of England, That it doth appeare vnto vs that there ought to be allowed and abated vnto the said Henry Bishop, for all the causes and reasons aforesaid, the sũme of Five hundred pounds, w^ch^ said sũme of Five hundred pounds wee do hereby certify vnto yo^r^ Lordshipp ought to be accounted as part of the Rent of the said Henry Bishop due and payable by him to his Ma^tie^ for the said Post Office vpon the Five and Twentieth day of December last past, or w^th^in Thirty Dayes after the same; And that one or more tallies ought to be struck and delivered to him the said Henry Bishop out of his Ma^ties^ Excheq^r^ for the said sũme of Five hundred pounds as part of his said Rent accordingly.

*Edw. Nicholas.* *Will. Morice.*

Lett an order be drawne & a Tally thereupon levyed for defalcacõn to be made of the sũme of Five hundred pounds vnto Henry Bishop esq^r^ or his assignes out of his M^ts^ Rent for the Post Office, upon the Quarter's Rent due at the Feast of the birth of our Lord last past, according to the tenor of an Indenture vnder the great Seale of England, bearing date the First day of September last past; And for soe doing this shalbe yo^r^ warr^t^ dated y^e^ 18^th^ day of February 1660, and in the Thirteenth yeare of his Ma^ts^ Raigne over England, &c.

*T. Southampton.*

To S^r^ Robert Pye, Kn^t^, Auditor of the Receipt of his Ma^ts^ Excheq^r^, William Wardour. esq^r^, Clerk of the Pells, and to the rest of the Officers there whom it may concerne.

— LVIII. —

(Sir *F. Palgrave*, 17.)

AMONG the Records in the Public Record Office, Rolls House, and in the Custody of the Master of the Rolls, pursuant to Statute 1 & 2 Vict. c. 94; to wit, in the Privy Seal Book of the Auditor of the Receipt of the Exchequer, Paper Series, No. 2, fol. 146–149; it is contained as follows:—

CHARLES the Second, by the grace of God, King of England, Scotland, France, and Ireland, Defender of the Faith, &c. To our right trustie and right welbeloved Cousin and Councello^r^ Thomas Earle of Southton, our high Threr of England, and to our right trustie and welbeloved Councello^r^ Anthony Lord Ashley, Chauncello^r^ and Under Threr of our Excheq^r^, And to the high Threr of England, the Threr, Chauncello^r^, Under-Threr, Cham- 20 January 1661-2.

Blaines, and Barons of the Exchequr, of us our heires and successors for the time being. And to all other the Officers and Ministers of us our heires and successors of the same Court, and of the Receipt thereof for the time being, And to our trustie and welbeloved Henry Bishop, of Henfeild in the Countie of Sussex, Esqr, our now Post Master geñall & Farmer of the Profitts of our geñall Lre Office or Post Office, and to all others to whom it shall or may apperteyne, or to whom theise p̃sents shall come greeting. Whereas, for certaine causes us moveing, wee did, by certaine our Letters undr or Privie Seale, bearing date att Westm̃ the xxxjth day of October now last past, sett apart and assigne, or mencõn to sett apart & assigne, the rents & profitts of our said geñall Letter Office or Post Office not therein & thereby mencõned to have been otherwise disposed of, and charged or to be charged by us: And whereas (amongst other sũmes & payments in our said Lres undr our said Privie Seale specified) the sũme or payment of two hundred and Fiftie pounds quarterly of lawfull money of England is excepted, and thereby declared to be payeable, and to be paid out of the Rents and profitts of the said Office, unto our right trustie and welbeloved John Lord Berkeley of Stratton, in our Countye of Glouc, in trust and for our owne use and especiall service, And alsoe the sũme or payment of tenne shillings p diem of like money payeable, and to be paid out of the rents & profitts aforesaid, to such person and persons for the tyme being as we had already then appointed, or then after should appoint, to attend att our court or place of residence from tyme to tyme, to receive and deliver att & from our said Post Office, or such stage thereof as should happen to be next our Court or our place of residence for the tyme being, our owne publique Letters and other Dispatches for or owne imediate service, As by our said Lres under our said Privie Seale, relation being thereunto had, amongst other things more fully may appeare: And whereas alsoe wee did heretofore nominate and appoint our trusty and welbeloved servant Thomas Parnell esqr unto the office or Place of Carryer of all our owne Letters, Into which place, according to our warrant & direccõns in that behalfe, he hath been sworne and admitted, and hath ever sithence attended us therein, and of whose service and attendance wee doe well approve; And are therefore pleased that the said sũme or payment of xs p diem soe excepted, amongst others, out of the rents and profitts of our said Post office, upon our assignemt thereof, to or for the use of our said dearest Brother, be duly satisfyed, and alsoe quarterly paid to the said Thomas Parnell or his Assignes, out of the same rents and profitts of our said Post Office: To the end, therefore, that the aforesaid seᵛall sũmes or payments of two hundred and fiftie pounds quarterly & of xs p diem may be quarterly paid by the said Henry Bishop and his Assignes out of the quarterly rents or payments by him and them payeable and reserved to be paid to us, our heires and successors, for and in respect of the said Post Office, and the profitts thereof to him the said Henry Bishop, by severall our Letters Patents under our great Seale of England, in that behalfe demised for soe long tyme as he or they shall by vertue thereof hold & enjoy the said Post Office and the profitts thereof as aforesaid, Our will and pleasure is, And wee doe hereby authorize and require the said Henry Bishop and his Assignes to pay or cause to be paid unto the said John Lord Berkeley, or to such other p̃son or p̃sons as he shall appoint to receive the same, the said quarterly sũme of cclli, in trust for us & for our owne use and especiall service as aforesaid; And alsoe the said sũme or paymt of xs p diem to the said Thomas Parnell or his Assignes by quarterly paymts quarterly *, together with all Arrerage & Arrerages of the said seᵛall sũmes & quarterly paymts allready due and incurred, att or upon the Feast-day of the Birth of our Lord now last past, that is to say, for one whole quarter of a year then ended, and soe from tyme to tyme quarterly and on every succeeding quarr day next followeing or to ensue from and after the said Feast-day of the Birth of or Lord now last past as aforesaid, for and during soe long tyme as he the said Henry Bishop or his Assignes shall hold and enjoy the said Post Office and the profitts thereof as aforesaid, or untill wee shall otherwise declare our royall will and pleasure concerneing the said quarterly payments, or either of them. Wherefore our further will and pleasure is, And wee doe hereby, for us, our heires and successors, authorize and require you, our said now high Threr of England, and alsoe the Threr and Under Threr of our Exchequr aforesaid for the tyme being, to cause seᵛall tallye and tallyes to be in due manner leavyed and stricken in the Receipt of our said Exchequr upon the said Henry Bishop for the said sũme of cclli, and alsoe for the said sũme or paymt of xs p diem, and the Arreares thereof for one whole quarter ended on the Feast-day of the Birth of or Lord now last past as aforesaid, To be paid by him the said Henry Bishop or his Assignes to the said John Lord Berkeley, or such as he shall appoint to receive the same, in trust and for our owne use & service as aforesaid; And to the said Thomas Parnell or his Assignes respectively, for his and their owne use, without Accompt for and in respect of his wages for his said service and attendance, as aforesad, for one quarter of a yeare then ended, and soe from tyme to tyme, upon the said Henry Bishop and his Assignes, quarterly, on every succeeding Quarter-day next following or to ensue from and after the said Feast-day of the Birth of our Lord now last past, as aforesaid, for and during soe long tyme as he, the said Henry Bishopp, or his Assignes shall hold & enjoy the aforesaid Post-office and the profitts thereof as aforesaid, or untill wee shall otherwise declare our royall will & pleasure concerneing the quarterly payments or any of them, as aforesaid, the said seᵛeral sũme & sũmes of money soe paid and to be paid by the said Henry Bishop, or his Assignes, upon the said Tally and Tallyes to be now leavyed and stricken upon him for the aforesaid Quarter, ended on the said Feast-day of the Birth of our Lord now last past, to be in full of soe much money due & oweing to us by him the said Henry Bishop, for the rents and profitts of the Post Office aforesaid, for the said Quarter then ended on the same Feast-day; And the said seᵛall sũmes of money to be soe hereafter paid by him the said Henry Bishop, or his Assignes, upon such other Tallyes

* So.

as

as shall hereafter, on every other the said next succeeding quarter-dayes, be so leavyed or stricken upon him or them as aforesaid, to be allsoe in full of soe much money, to be by him or them due or oweing to us for the rents and profitts of the Office aforesaid, att or upon every such succeeding quarter-day as the said tallyes shall be soe leavyed & stricken upon him or them as aforesaid. And theise p̄sents, or the Inrollm^t thereof in our said Exchequ^r, shalbe aswell unto the said Henry Bishopp, and his Assignes, for his and their payment of the said se^vall quarterly sūmes of money abovemenc̄oned, and of the said Arreares of the said x^s p̄ diem for one whole Quarter of a yeare, ended on the said Feast day of the Birth of our Lord now last past; And for his and their like payment of the said severall sūmes and quarterly payments abovemenc̄oned to the said John Lord Berkeley, and to the said Thomas Parnell respectively, or their Assignes, in manner as aforesaid, on every succeeding quarter-day next ensueing the said Feast-day of the Birth of our Lord now last past, out of the rents and profitts, to be by him the said Henry Bishop and his Assignes due and payeable to us att or upon every such next succeeding Quarter-day to be then ended, or untill wee shall otherwise order and direct as aforesaid, As unto you our said High Thr̄er of England and to the Tr̄er & Under Thr̄er, and all & every other the Officers & Ministers of the said Receipt of the said Exchequ^r of us, our heires and successo^rs for the tyme being, for the leavying and strikeing or causing to be leavyed and stricken, of all and every such tallies in the said Receipt, upon the said Henry Bishop, or his Assignes, for the said se^vall sūme & sūmes of money as paid and to be paid from tyme to tyme, in manner as aforesaid, out of the quarterly rents and payments now due and hereafter quarterly to growe due and oweing by him or them, for or in respect of the said Post Office, or the Profitts thereof, to him demised as aforesaid, a sufficient warrant and discharge in that behalfe And lastly our exp̄sse Will and pleasure is, And wee doe hereby declare the same to be, that the said John Lord Berkeley, his heires, Exec^rs, or Adm^rs, or any of them, be not charged or chargeable in our said Exchequ^r towards us, o^r heires or Succeso^rs, with or for any Accompt or Acc^ts for or in respect of the said quarterly paym^t or sūme of cc^li hereby appointed to be paid to him or received by him or his Assignes, in trust and for our owne use and service, as aforesaid.

Given under our Privie seale at our Palace of Westm̄, the two and twentyeth day of January, in the thirteenth yeare of o^r Raigne. xxij^do Januar. 1661[-2].

*Hartgill Baron.*

— LIX. —

(Sir *F. Palgrave*, 18.)

NONA PARS PATEN' DE ANNO R̄R CAROLI SC̄DI QUINTO DECIMO.

Đ Con'Offic'Nuncioz ℓ Cursoz Anglice Post Master Generał Danieł O Neile Aŕ.

REX om̄ibz ad quos &c. Sal̄tm. Sciatis qđ nos, p̄ diversis bonis causis et consideraco̅ibz nos ad p̄sens sp̄iali⁹ moven', de G̃ra nr̃a sp̄iali ac ex certa scientia et mero motu nr̃is, Dedim^s ℓ Concessim^s, ac p̄ p̄sentes, p̄ nob̄ hered et succ̄soribz nr̃is, Dam^s et concedim^s Dil̄co nob̄ Danieli O Neile Armig̃, unu' Grometaz de Cubiculo nr̃o, Officiū Magr̃i nr̃i Generał Nuncioz et Cursoz, communi⁹ vocat' The Office of Post Master Generall, ac eciam officiū vocat' p̄ nomen et stilum of his Majesties Post Master Generall, necnon officiū de La Post Master Generall, ac ip̄m Danielem O Neile Magr̃m nr̃m Generalem nuncioz et cursoz, Anglice Our Post Master Generall, ac etiam Officiū vocat' p̄ nomen' et stilum of His Majesties Post Master Generall, necnon Officiū de La Postmaster Generall, p̄ nob̄ hered et successoribz nr̃is facim^s ordinam^s appunctuam^s et constituim^s p̄ p̄sentes Habend Tenend Exercend Occupand ℓ Gaudend Officiū p̄dict' p̄fat' Danieli O Neile, Executor' Administrator' et Assignat' suis, p̄ se vel p̄ sufficient' deputat' suū sive deputat' suos sufficientes, a vicesimo quinto die Marcij ult' p̄t̄it' usq; ad finem termini et p̄ termino quatuor annoz et unius quarterij anni extunc p̄x̄ sequen' et plenar' complend et finend, unacum om̄ibz et singulis vad feod profic' comoditat' allocac̄oibz et advantag' quibzcunq; eid Offic' aliquo modo spectan' pertinen' sive annexat', et in tam amplis modo et forma p̄ut Joh̄es Stanhope Miles Dñus Stanhopede Harrington, Matheus Dequester, Will̄us Frizell, Thomas Witheringe, et Henricus Bish̄opp, sive eoz aliquis, vel aliqui alij, aut aliquis alius dict' offic', vel eoz aliqui antehac h̄ens sive exercens, h̄entes sive exercentes, h̄uit vel p̄cepit, h̄uerunt vel p̄ceperunt, seu h̄ere p̄cipere vel gaudere debuerunt aut debuit, in vel pro exercitio sive execuc̄oe Offic' p̄dict'; Et hoc absq; computo seu aliquo alio proinde nob̄ heredibz et successoribz nr̃is quocunq; reddend solvend vel faciend: Et ul̄tius volum^s, ac de g̃ra nr̃a sp̄iali ac ex certa scientia ℓ mero motu nr̃is, p̄ p̄sentes, p̄ nob̄ hered et successoribz nr̃is, concedim^s p̄fat' Danieli O Neile, Executoribz Administratoribz ℓ Assign' suis, qđ he L̄re nr̃e Paten', vel irrotulament' eaz̄dem, erunt in om̄ibz ℓ per om̄nia firme valide bone et effectuał in lege, erga p̄sus et contra nos hered et successores nr̃os, tam in om̄ibz Curijs nr̃is q^am alibi infra Regnū nr̃m Angł; Non obstante male nominand aut non recte aut certe nominand Offic' ℓ p̄missa p̄dict' sive aliq^am inde p̄cellam p̄ p̄sentes p̄conces' aut menc̄onat' fore coces'; Et non obstante aliquo defectu sive aliquibz defectibz in non recitand vel male recitand aliq^am concession' vel concessiones de p̄missis, vel de aliqua inde parte sive parcella de Recordo vel non de Recordo, vel aliter qualitercunq; antehac fact'; Et non obstante Statut' in Parliament' Dñi Henrici, nup̄ Regis (9.)

Anglie Sexti, Antecessoris nr̃i, Anno Regni sui decimo octavo fact' et edit'; Et non obstante Statut' in Parliamen' Dñi Henrici, nup Regis Anglie Octavi, Antecessoris nr̃i anno Regni sui Sexto fact' et edit', aut aliquo alio Statuto Actu Ordinac̃oe sive Defectu, vel aliqua alt re causa vel matia quacunq; in contrarin' inde non obstante, Eo qd expressa menc̃o &c In cujus rei &c T. Rege apud Westm' vicesimo nono die Aprilis.

P Bre de Privat' Sigill.

— LX. —

(Sir *F. Palgrave*, 19.)

NONA PARS PATEN' DE ANNO RR Caroli sc̃di quinto decimo.

Lease to Daniell O Neile, Esquire. (8.)

A Lease to Daniell O Neile, Esquire of the, Post Office.

THIS Indenture made the in the fifteenth yeare of the Reigne of our Most Gracious Soveraigne Lord Charles the Second, by the grace of God King of England, Scotland, France, and Ireland, Defender of the Faith, &c. betweene our said Soveraigne Lord the Kings most excellent Majestie of the one parte, and Daniell O Neale, Esquire, one of the Grooms of his Majesties Bedchamber of the other parte: Whereas the said Kings most excellent Majestie, by his Lr̃es Patents beareing date the fowerteenth Day of August, wch was in the twelveth Yeare of His Reigne, did for the consideracc̃ons therein expressed, give and graunt unto Henry Bishopp, Esquire, his Executors, Administrators, and Assignes, the office of Post Master within the Kingdome of England, and the rest of his Dominions, and all other pts beyond the Seas wheresoever for the terme of seaven yeares from the five and twentieth day of June then last past: And whereas the said Henry Bishopp, by deed poll or writeing under his hand and seale, beareing date the sixth day of this instant Aprill, and duely enrolled in the High Court of Chauncery, hath surrendered unto his said Majestie all his estate and interest of, in, and unto the said office, and all wages, fees, proffitts, and advantages thereunto belonging, together with the said Lr̃es Patents themselves, to be cancelled; wch said surrender his Majestie hath accepted, and by these p̃sents doth accept: And whereas our said Soveraigne Lord the King, in and by certaine other his Lr̃es Patents under his Greate Seale of England, beareing date the day of the date of these p̃sents, for the consideracc̃on therein expressed, hath given and graunted unto the said Daniell O Neile, his Executors and Assignes, the Office of Post Master Generall, and the office called by the name and stile of His Majesties Post Master Generall, and alsoe the Office of the Post Master Generall: To hold from the five and twentieth day of March then and nowe last past for and dureing the terme of fower yeares and a quarter of a yeare, together with all wages, fees, proffitts, privileges, and advantages thereunto belonging, apperteineing, or annexed, as by the said last recited Lr̃es Patents, relac̃on being therẽto had, amongst other things therein conteined may at large appeare: And whereas it was and is intended that the said Daniell O Neile, his Executors and Assignes, and his and their sufficient Deputie and Deputies, should have, hold, use, exercise, and enjoy all and every the powers, priviledges, proffitts and advantages given, graunted, or expressed in the late Act of Parliament for erecting and establishing a Post Office: Now this Indenture Witnesseth, and the said King's most excellent Majestie, for and in consideracc̃on of the yearely rents, covenñts and agreements herein after reserved and conteined, wch on the parte and behalfe of the said Daniell O Neile, his Executors and Assignes, are and ought to be paid, observed, and performed, doth for himselfe, his heyres and successors, covenñt and graunt to and with the said Daniell O Neile, his Executors and Assignes, by these p̃sents, that it shall and may be lawfull to and for the said Daniell O Neile, his Executors and Assignes, and for noe other person or persons whatsoever, for and dureing the said terme of fower yeares and a quarter, to have hold, use, exercise, and enjoy all and every the allowances, powers, priviledges, and advantages in or by the said late Act of Parliament, given, graunted, or expressed: And the said Daniell O Neile, for himself, his Heyres, Executors, and Administrators, doth covenñt and graunt to and with the the said King's most excellent Majestie, his Heyres and Successors, by there p̃sents, that in consideracc̃on of the said graunt of the office or offices aforesaid, and of the proffitts, privileges, and advantages thereof, he the said Daniell O Neile, his Heyres, Executors, Administrators or Assignes, or some or one of them, shall & will well and truly pay or cause to be paid unto his said Majestie, his Heyres and Successors, at the Receipt of his Majesties Exchequer at Westm̃, the yearely rent or sũme of twentie one thousand and five hundred pounds of lawfull money of England, upon the fower most usuall Feasts or Dayes of payment in the Yeare, that is to say, upon the fower and twentieth Day of June, commonly called Midsom̃er Day, the nine and twentieth Day of September, commonly called Michaelmas Day, the five and twentieth Day of December, commonly called Christmas Day, and the five and twentieth Day of March, commonly called Lady Day, or within thirty dayes next over or after anie of the said Feasts or Dayes, by even and equall porc̃ons for and dureing all the said terme, excepting onely the last quarter of the aforesaid fower Years; and a quarter the Rent of wch last Quarter is and is intended and agreed to be abated in respect of the advance of the sũme of five thousand three hundred seaventie five pounds, wch was paid by the said Henry Bishopp for one quarters rent before hand: Provided always that if it shall happen the said yearely rent of twentie one thousand and five hundred Pounds, or anie parte thereof, to be behinde and unpaid by the space of thirtie dayes next after anie of the respective dayes and times herein before limitted for payment thereof, then it shall and may be lawfull to and for his

Lease to Daniell O'Neile, Esquire.

his said Majestie, his Heyres and Successors, to enter upon the Office and Offices aforesaid, and the same to take, receive, and have againe to the use of his said Majestie, his Heyres and Successors, together with all and every the proffitts, benefitts, and advantages thereof, and that from and after the expiracõn of the said thirtie dayes, and fayler of paymt after anie of the said respective times within wch the said severall payments are agreed to be paid as aforesaid, the said recited Lres Patents, & graunt of the said Office or Offices unto the said Daniell O Neile and his Assignes, and all and every the powers & priviledges therein and in these psents conteined and graunted, shall cease and determine, and be taken and reputed to be absolutely null and voyde, anie thing in these psents or in the said last recited Letters Patents conteined to the contrary thereof in anie wise notwithstanding: And the said Daniell O Neile for himselfe, his heyres, executors, administrators, and assignes, and every of them, doth further pmise and graunt to and with his said Majestie, his Heyres, and Successors, by these psents, that he the said Daniell O Neale, his Executors and Assignes, shall, at the rates and prizes for Postage of Lres and Packetts mencõned and expressed in the said Act of Parliament, defray the whole charge of carryeing and recarryeing of the said Packetts and Mayles of Lres and other Things, and all other charges whatsoever in meinteineing the Office or Offices aforesaid, dureing the said terme by the said last recited Lres Patents graunted, and that all and singuler Lres, Packetts, and Dispatches, ordinary and extraordinary, directed or to be directed from or to his said Majestie, his Heyres or Successors, or from or to the Lord High Admirall of England for the time being, or from or to the Lord Chauncellor of England for the time being, or from or to the Lord Tresurer of England, or Comissioners of the Tresury for the time being, or from or to the Lord Warden of the Cinque Ports for the time being, or from or to the Secretaryes of State, or either of them, for the time being, and alsoe the single inland Lres onely of the Members of the psent Parliamt, dureing the continuance of the Session of this Parliament, shall be conveyed and carryed, either by the comon or ordinary Mayle, or other speedy and safe passage, free of from the payment of anie rate or portage or other charges whatsoever; and that in case any complaints shall happen concerneing the managemt of the Office or Offices aforesaid dureing the said terme, the said Daniell O Neile, his Executors and Assignes, shall submitt the same to the heareing and determinacõn of the Secretaryes of State for the time being, or either of them; and shall permitt and sufferr the said Secretaryes of State for the time being, or either of them, from time to time, and at all times dureing the said terme, to have the Survey and Inspeccõn of all Lres within the Office or Offices aforesaid, at their or either of their discrecõns: And further, that he the said Daniell O Neile, his Executors and Assignes, shall, from time to time dureing the said terme, give and deliver unto the said Secretaryes of State, or one of them, a true and perfect list or catalogue of all such Postmasters and other officers as shall be at anie time dureing the said terme imployed by the said Daniell O Neile, his Executors or Assignes, in or about the executing of the Office or Offices aforesaid; and in case anie just and reasonable excepcõn shall be taken by the said Secretaries, or either of them, agt anie person or persons, the said Daniell O Neile, his Executors and Assignes shall and will remove such person and persons agt whom such excepcõns shall be taken out of and from his and their employment under him or them; and that he the said Daniell O Neile, his Executors and Assignes shall offerr unto the said Secretaryes of State for the time being, or one of them, for their approbacõn from time to time, all such alteracõns of the psent setled post Stages, and all such erecõns of newe Stages as shall be thought fitt by the said Daniell O'Neile, his Executors or Assignes, to be altered or erected for the better managemt and advantage of the Office or Offices aforesaid, wch alteracõns shall not be made unles the same be first approved by the said Secretaries, or one of them; Provided, nevertheless, that if at anie time dureing the said terme it shall happen anie plague to be in the Cittie of London, or any other greate Towne or Cittie, inland or forraigne, into wch the Postage of Letters is usuall, or if Warre, either Civill or with such Forraigne Nacõn with whom there is nowe comerce, shall happen, or if the said Graunt of the Office or Offices aforesaid prove to be ineffectuall, either in part or in whole, by reason of anie pcedent right of anie person or persons to anie parte or partes, or through anie other defect in the said last recited Lres Patents, that then such abatement of the Yearely rent herein before reserved shall be made and allowed unto the said Daniell O Neile, his Executors and Assignes, proporcõnable unto the proffitts, as shall be proved unto the said Secretaries of State for the time being, or one of them, to have beene made of such part or partes of the Office or Offices aforesaid wch cannot be enjoyed and proporcõnable to the losse wch the said Daniell O Neile, his Executors or Assignes shall make appeare to be susteined through anie the reasons or causes aforesaid: And the Lord Tresurer, Chauncellor, Undertresurer, and Barons of his Majesties Courte of Exchequer, and other the Officers and Ministers of the same Courte for the time being, and all others to whom it doth or may in this behalfe concerne, shall make or cause to be made to the said Daniell O Neile, his Executors and Assignes, from time to time, all and every the defalcacõns, allowances, and abatements wch, for all or anie the reasons or causes herein before mencõned, shall be allowed by the said Secretaries of State for the time being, or either of them, signified by anie writeing under their or either of their hands; and these psents and the inrollment thereof in the said Courte of Exchequer shall be to the said Lord Tresurer, Chauncellor, Undertresurer, and Barons of the said Exchequer, and all other the Officers and Ministers of the same Courte for the time being, a sufficient Warrant and Discharge for makeing the said defalcacõns, allowances, and abatements for all or anie the causes or reasons herein before mencõned, by Way of discharge or otherwise, to be made from time to time as often as the same shall happen, these psents or anie thing therein conteined to the contrary thereof in anie wise notwithstanding; Provided, nevertheless,

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nevertheless, that if the said Secretaryes of State for the time being, or one of them, shall not allowe unto the said Daniell O Neile, his Executors and Assignes, to his and their satisfaccõn, such abatemt of the said Yearely rent as shall be made appeare to be proporcõnable to the losse or damage wch the said Daniell O Neile, his Executors or Assignes, shall, at anie time or times, susteine by reason of anie the causes or accidents aforesaid, according to the true intent and meaneing of these p̃sents, that then, upon three monthes notice to be given unto the said Secretaries of State or one of them, and upon he paymt of all such arreares of the rent reserved in and by these p̃sents as shal ithen happen to be due and payable unto his said Majestie, his Heyres and Successors, accomting the aforesaid Sume of five thousand three hundred seaventie and five Pounds payd before hand for the rent of one Quarter of a yeare, it shall and may be lawfull to and for the said Daniell O Neile, his Executors and Assignes, to Surrender upp his and their Estate and Interest in & to the Office or Offices aforesaid, and all and every the p̃mises, and his said Majestie shall and will accept thereof, and from the time of such surrender all Covenñts and Agreements concerneing the payment of the yearely rents or sumes of money hereinbefore mencõned shall be null & voyde, anie thing in the said last recited Lres Patents or in these p̃sents conteined to the contrary thereof in anie wise notwithstanding: And the said Daniell O Neile, for himself, his Executors & and Assignes, doth further covenñt and graunt to and with his said Majestie, his Heyres and Successors, by these p̃sents, that he the said Daniel O Neile, his Executors or Assignes, shall not nor will at anie time or times hereafter, have, receive or take anie other or greater price or prices, rate or rates, allowance or allowances, for the carrieing or recarrying of anie Lres, Packetts or Mayles of Lres whatsoever then such as in the said Act of Parliament are limitted and appointed: And his said Majestie for himselfe, his Heirs and Successors, doth hereby covenñt and graunt to and with the said Daniell O Neile, his Executors and Assignes, by these p̃sents, that he, the said Daniell O Neile, his Executors and Assignes, for and under the payment of the yearely rents or sumes of money herein before agreed to be paid in manner and forme aforesaid, and performance of the other covenñts and agreements herein alsoe before mencõned on his and theyr parte to be performed, shall and may quietly and peaceably, have, hold and enjoy the Office or Offices aforesaid, with all and every the proffits and appurtenñs thereunto belonging, and all and singuler other the powers and authorities, rights, priviledges and advantages herein before graunted, dureing the said terme of fower Yeares and one quarter of a Yeare free and cleer from all & all manner of former graunt or graunts thereof, or of anie parte thereof, to anie person or persons whatsoever, without the lest trouble, disturbances or evicc̃on of anie person or persons whatsoever for and concerneing the same; and that free and cleer, freely and cleerly acquitted, exonerated, and discharged, or otherwise saved and kept harmles and indemnified by declaracõn, abatemt and allowance for the same as aforesaid, from time to time and at all times hereafter dureing the said terme, by his said Majestie, his Heyres and Successors, at the sole and ꝑper costs and charges, in the Lawe or otherwise, of his said Majestie, his Heyres and Successors: And further, that as well these p̃sents as the said last recited Lres Patents, and all and singuler the graunts, matters and things therein respectively conteined, shall be made good, ratified, and confirmed unto him the said Daniell O Neile, his Executors and Assignes, by such other Lres Patents under the Greate Seal of England, to be had and obteined as by the said Daniell O Neile, his Executors and Assignes, or by his or their Councell learned in the Lawe, shall in that behalfe and for that end be reasonably devised, advised and required. In Witness, &c. Witness the King at Westm̃ the nine and twentieth day of Aprill.

P Bre de Privat' Sigill.

## LXI. —

(Mr. *Lechmere*, 31.)

**PROCLAMATION** for better quieting the Postmaster-general in the Execution of his Office; dated at Whitehall, 25 May 1663.

### BY THE KING.

A Proclamation for the better quieting the Postmaster-general in the Execution of his Office, and for his future Encouragement therein.

*Charles R.*

State Paper Office, Procs., Coll. No. 145.

Whereas, by our letters patents, under our great seal of England, bearing date the 14th day of August, in the twelfth year of our reign, we did constitute and appoint Henry Bishop, esqre, our Postmaster, which said letters patents have since been surrendered to us, and we have thought fit, by other our letters patents, under our great seal of England, to constitute and appoint our trusty and welbeloved Daniel Oneale, esqre, one of the grooms of our bedchamber, our Postmaster-general, to perform and execute all and every the powers and authorities in the Act of Parliament, for erecting and establishing the office of Postmaster-general, specified and contained: And whereas we are informed, that, notwithstanding our former Proclamations touching the execution of the said Post-office, many inconveniences have happened to many of our loving subjects, and to the great damage of the publick peace of our realmes, by the carriage of both foreign and inland letters by common carriers, and others not authorized by the said Act, nor licensed by our Postmaster-general, whereby many of our loving subjects are delayed and disappointed

of

of their correspondency, and the same may be a great means of lessening the revenue of our said office, and may tend to the promoting seditious designs, to the disturbance of the peace of our realms: for prevention whereof, and the better quieting and encouraging of our said Postmaster-general in the execution of his office, and the due payment of his rent, We have thought fit, by this our proclamation, further to advertise all and singular our good subjects of their duties, which is also expressed and declared in the said Act of Parliament, that they are not to carry or re-carry any letters with speed, or by post, and deliver the same for hire, within any of our dominions, or to or from any parts beyond the seas, without the licence of our said Postmaster-general, and require all due obedience thereunto accordingly. And We do also stricktly prohibit and forbid all and singular person and persons whatsoever, other than the said Daniel Oneale, his deputies, servants, or assigns, directly or indirectly, to do, execute, perform, or intrude themselves to have any employment in or about anything which ought to be done by him the said Daniel Oneale, his deputies, servants, or assigns, without the said Daniel Oneale, his deputation, licence, or allowance, upon pain of our displeasure, and such other penalty as may be inflicted upon the offenders for contempt of this our royal commandment and of the said Act of Parliament: and that the said Daniel Oneale, his deputies, servants, and assigns, may the better attend the service and duty of the said office of Postmaster-general, we do hereby further declare our royall will and pleasure to be, that the said Daniel Oneale, his deputies, servants, and assigns, shall be from henceforth freed, exempted, and discharged of and from serving upon all juries, inquests, musters, or any other publick employments or attendances that may any way impede, retard, or prejudice the execution of his or their duty and service in the said office; and that he and they shall have and enjoy all such priviledges as have been formerly granted by any of our royal ancestors, unto the masters of their posts, and servants. And we do further expressly will and command, by these presents, all mayors, sheriffs, justices of peace, constables, bayliffs, all searchers of our ports, and all other of our officers and ministers wheresoever within their several jurisdictions and offices, from time to time to make diligent search for all mayls and bougets in any ship or vessell, and other carriages, of all such disallowed and unlicensed carriers and messengers, or other suspected persons carrying pacquets or letters from place to place within our said realms and dominions, or coming in, or going out of the realm, to or from any other kingdoms or countreys, contrary to the tenor of the said Act of Parliament, and the rights and priviledges of the Postmaster-general therein declared and established; and to seize all and every such mayls and pacquets of letters which shall be found in the hands of persons not having lawful warrant or authority from our Postmaster-general for the time being to carry the same: and to carry the said mayls or pacquets of letters to our General Post-office in London, or to the deputy of our said Postmaster-general, in any part or place where the same shall be seized, to the end that they may be disposed with all speed, for the benefit of all such our loving subjects as are concerned therein. And We do hereby also straitly charge and command, that all postmasters within all our realms and dominions, and all others relating to the said Post-office, shall within six moneths next after the date hereof, obtain under the hand and seal of the Bishop or Ordinary of the diocese wherein the same postmasters, or other persons relating to the said office, do live, and deliver, or cause the same to be delivered to our said Postmaster-general, or his deputy, in the office aforesaid, a certificate that he is conformable to the discipline of the Church of England, upon pain of being put out and discharged of his employment and charge: And we do further charge and command, that no postmasters, or other officers that shall be employed in the conveying of letters, or distributing of the same, or any other person or persons of what quality or condition soever they be, *except by the immediate warrant of our Principal Secretaries of State*, shall presume to open any letters or pacquets not directed unto themselves, or that they or any other persons whatsoever do stop any mayl in the passage to or from London, or any other place whither the same is consigned and directed, but shall truly and faithfully deliver the same, without any opening, concealing, or retarding the delivery thereof, upon pain of our high displeasure, and such other penalties and forfeitures as may be inflicted upon the offenders herein. And we do hereby will and command, that the names of such person or persons as shall presume to act or do anything contrary to our will and pleasure hereinbefore declared, be immediately certified, with the places of their abode, to our Principal Secretaries of State, or one of them, to the end they may be proceeded against and punished according to their demerits.

Given at our Court at Whitehall, the 25th day of May 1663, in the Fifteenth year of our reign.

God save the King!

## — LXII. —

(Mr. *Lechmere*, 32.) 16 July 1667.

### BY THE KING.

A Proclamation for quieting the Post-Master-General in the execution of his Office.

*Charles R.*

Whereas We have, by Our Letters Patents under Our Great Seal, constituted and appointed Our Right Trusty and well-beloved Councellour, Henry Lord Arlington, our Post-Master-General, to perform and execute all and every the powers mentioned in a late

State Paper Office. Collection, No. 245.

Act of Parliament, touching the erecting and setling an Office of Post-Master-General: And whereas the secret and indirect conveyance of letters, by ways unlawful and unauthorized, doth not only tend to the diminution of Our Revenue, by lessening the office of Post-Master-General, but may be a means to promote seditious designs, and to disturb the peace of Our Realm: We have thought fit therefore, by this our Proclamation, to advertize all and singular our good subjects of their duty, and to require their obedience accordingly: And we do hereby strictly prohibit and forbid all and singular person and persons whatsoever (other then the said Henry Lord Arlington, his deputies, servants or assigns), directly or indirectly, to do, execute, perform, or intrude themselves to have any imployment in or about anything which ought to be done by him the said Henry Lord Arlington his deputies, servants, or assigns, without his the said Lord Henry Arlington's deputation, licence, or allowance, upon pain of Our displeasure, and such other penalty, as may be inflicted upon the offenders, for contempt of this our royal commandment, and of the said Act of Parliament: And that the said Henry Lord Arlington, his deputies, servants and assigns, may the better attend the service and duty of the said Office of Post-Master-General, We do hereby further declare Our Royal Will and Pleasure to be, That the said Henry Lord Arlington, his deputies, servants, and assigns, shall be from henceforth freed, exempted, and discharged of and from serving upon all juries, inquests, musters, or any other publick imployments, or attendances that may any way impede retard or prejudice the execution of his or their duty and service in the said office; and that he or they shall have and enjoy all such priviledges as have been formerly granted by any of Our Royal Ancestors unto the Masters of their Posts, and servants: And We do further expressly will and command, by these presents, all Mayors, Sheriffs, Justices of the Peace, Constables, Bayliffs, all Searchers of Our Ports, and all other Our Officers and Ministers wheresoever within their several jurisdictions and offices, from time to time to make diligent search for all males, bougets, and other carriages of all such disallowed and unlicensed Carryers and Messengers, or other suspected persons, carrying Pacquets or Letters from place to place, within Our said Realms and Dominions, or coming in or going out of this Realm, to or from any other kingdoms or countreys, contrary to the tenor of the said Act of Parliament and the rights and priviledges of the Post-Master-General therein declared and established; and to seize all and every such males and pacquets of letters, which shall be found in the hands of persons not having lawful warrant or authority from Our Post-Master-General for the time being to carry the same; and the said males or pacquets of Letters, together with the names of the persons so as aforesaid presuming to convey them, immediately to send up, and certifie to Our Privy Council: And We do further will and command, that all Letters and Pacquets that shall be brought to any Post-town within our dominions, or any the members thereof, by the Master of any ship or vessel, or any his company or passengers therein (other then such letters as are in the said Act excepted, or may be sent by common known carryers, or by a friend in manner as is in the said Act expressed) shall by such master, passenger, or other person, be forthwith delivered unto the Deputy or Deputies only of the Post-Master-General for the time being, appointed for the said port-town, and by him or them to be sent post to the General Letter Office, to be delivered according to the several and respective directions of the same, according to the Purport and Intent of the said Act of Parliament in that behalf.

Given at Our Court at Whitehall, the 26th day of July 1667 in the Nineteenth Year of Our Reign.

God save the King.

## — LXIII. —

(Lords' Journals, 1680.)

13 Lords' J. 19 Nov. 1680, pp. 678, 679.

The House was adjourned into a Committee, to consider of further heads for securing the Protestant religion.

The House was adjourned.

And the Lord Privy Seal reported, that the Committee have made some further heads for securing the Protestant religion, which are offered to the consideration of The House:

1. That Monday next the head concerning the Queen and marriage of the King may be debated.

Agreed to.

2. That a Committee be appointed to examine the way of managing of the Post-office in England and Ireland, and who have the care of it; and what miscarriages, defects, and abuses have been in the management thereof.

Agreed to.

And the Lords following were appointed a Committee for that purpose (28 Peers appointed, including the Earl of Shaftesbury).

— LXIV. —

(Mr. *Lechmere*, 34.)

## PROCLAMATION for enforcing the Act of Parliament for settling the Profits of the Post-office on the Duke of York; dated Windsor, 25 August 1683.

### BY THE KING.

A PROCLAMATION for enforcing the due Execution of the Act of Parliament, intituled, An Act for settling the Profits of the Post-office on his Royal Highness the Duke of York, and his Heirs Males, and for prevention of Treasonable Correspondencies and other Inconveniences arising by the Infringement of the said Act.

State Paper Office, Procs Coll. No. 426.

*Charles R.*

WHEREAS the office of Postmaster-general hath been erected by Act of Parliament, in the twelfth year of his Majestie's reign, and the well-ordering thereof is thereby declared to be a matter of general concernment, and of great advantage, as well for preservation of trade and commerce, as otherwise; and whereas also the greatest part of the revenue and profits thereby arising is, by one other Act of Parliament in the fifteenth year of his Majestie's reign, granted and assigned by his Majesty unto his most entirely beloved brother, James Duke of York, for and towards his maintenance and support; which laws and statutes notwithstanding, several persons, for their private lucre, have lately practised, and do still continue in a secret and most unlawful manner to make a general collection of letters, and to give them conveyance and delivery for hire, without any authority from the Postmaster-general; whereby, not onely the revenue arising by the said office is diminished, but likewise several dangerous correspondencies are maintained, and the seditious designs of many evil-disposed persons, and the treasons of the late conspirators are very much promoted: his Majesty, therefore, for the prevention hereof in time to come, and to the end that such persons who shall presume hereafter to offend in like manner, may remain without all excuse, hath thought fit, by this his Royal Proclamation, to require and enjoyn all his loving subjects, and doth hereby strictly charge and command all and every person and persons (other then the Postmaster-general for the time being, his deputies or assigns), that they presume not, either directly or indirectly, to set up any office, or to contrive or practise any way or means for collecting and receiving of letters and pacquets, or to carry, recarry, or deliver the same with speed and for hire: and, to this end, his Majesty doth further require and command them and every of them, that they presume not to set up any foot-post, horse-post, post or stage-coach, or pacquet-boat, for carrying or recarrying of letters or pacquets, or to imploy or make use of any which shall be set up for that purpose, other then such as shall be licensed and authorized by the Postmaster-general for the time being, his deputies or assigns. And because several carriers, drivers of stage-coaches, or waggons, haglers, masters of ships, pursers, or other mariners, do very often, under colour and pretence of their respective imployments, intermeddle with and intrude upon the office of the Postmaster-general; his Majesty doth hereby more particularly and expressly charge and command all carriers, that they presume not to carry any letters, other then such as shall concern the goods wherewith they are charged, beyond the first post-stage to which they shall arrive. and that they presume not to outgo their packs or waggons, or deliver any letters which they carry, sooner, or with more speed then their respective packs or waggons shall arrive. And his Majesty doth, in like manner, charge and command all drivers of stage-coaches, haglers, and such like persons, that they presume not in any kind, or upon any pretence whatsoever, to intermeddle with the conveyance and delivery of any letters as aforesaid; but that they do, from time to time, refuse all such letters which shall be so tendred to them. And his Majesty doth also charge and command all masters of ships, pursers, and mariners, that they presume not to carry any ship-letters, other then the letters of merchants, owners, and masters, beyond the first post-stage to which they shall arrive in England. And if any carriers, drivers of stage-coaches, haglers, masters of ships, pursers, or other mariners, shall be found carrying of letters unlawfully, or in any other manner, they shall incur his Majestie's high displeasure, and suffer the utmost penalty which can be inflicted upon such as shall be found to have broken his Majestie's laws, and to be wilful contemners of his Royal command; and moreover, all letters whatsoever sent or conveyed by such clandestine and indirect ways, and by persons not lawfully authorized, shall be lookt upon as letters of dangerous consequence, and shall accordingly be seized and brought to one of his Majestie's Principal Secretaries of State, or to some one or more of the Lords of his Majestie's most Honourable Privy Council, to the end the same may be opened and inspected, and the persons conveying or sending them may be proceeded against according to law. And for the better execution of his Majestie's command, and as a means, as well to prevent the said treasonable correspondencies and other inconveniencies, as to secure the revenue arising by the said office, his Majesty will cause such searchers, waiters, and other officers to be appointed in all convenient places, as may be fit and proper for the discovery of such practices, and carrying such letters, to be seized, and such offenders names to certified. And in the meantime his Majesty doth strictly charge and command all mayors, sheriffs, justices of peace, constables, bayliffs, searchers of his Majestie's ports, and all other his officers and ministers whatsoever within their several jurisdictions and offices, from time to time to make diligent search for all mailes, buggets, and baggs in any ship, vessel, waggon, coach, or other unlawful or unlicensed carriage;

and all such letters which they find to be conveyed or carried contrary to law, to seize and send up to one of his Majestie's Principal Secretaries of State, or to some [one] or more of the Lords of his Majestie's Privy Council, together with the names of the persons offending, to the end such further proceeding may be had as shall be found agreeable to the laws and statutes of the realm. And that no man hereafter may complain for want of a settled post in or near particular by-towns, or places lying on the post-road, which complaint hath hitherto been made the excuse or pretence for sending and carrying of letters by other indirect and unlawful conveyances, his Majesty doth hereby also require and command the Postmaster-general for the time being, that upon or before the Fourteenth day of September next, to take effectual care for the conveyance of all by-letters, by establishing correspondencies, at the least charge and greatest ease that may be to the countrey, in all considerable market towns with the next adjacent post-stage; and that he cause a map or card thereof to be forthwith printed, to the end that all his Majestie's subjects may know where, and to what place to address their respective letters. And his Majesty doth further charge and command all and every person or persons, other then the Postmaster-general for the time being, his deputies or assigns, that they presume not to prepare or provide any horses or furniture to let to hire unto, or in all or any the thorough posts, and persons riding post by commission or without, to and from all and every the parts and places of England, Scotland, and Ireland, where any post-roads are or shall be settled and established, unless the Postmaster-general, his deputies or assigns, shall first fail to provide and furnish the person or persons, so riding post, with sufficient horses and furniture, within the space of half an hour after demand thereof made, as they will answer the contrary at their perils.

Given at our Court at Windsor the 25th of August 1683, in the five and thirtieth year of our Reign.

God save the King!

— LXV. —

(Mr. *Reeve*, 7.) 7 September 1685.

BY THE KING.

A Proclamation for enforcing the due execution of the Acts of Parliament for erecting the Post-office, and for settling the Profits thereof upon us, our Heirs and Successors.

Proclamation of King James II. Anno 1685.

*James R.*

Whereas the office of Postmaster-general hath been erected by Act of Parliament in twelfth year of his late Majestie's reign, and the well-ordering thereof is thereby declared to be a matter of general concernment, and of great advantage, as well for preservation of trade and commerce, as otherwise: And whereas also the greatest part of the revenue and profits thereby arising was, by one other Act of Parliament, in the fifteenth year of his said late Majestie's reign, granted and assigned by his late Majesty unto us, by the name of his most entirely beloved brother James Duke of York, for and towards our maintenance and support: And whereas, by one other Act of Parliament, made in the first year of our reign, the profits and revenue of the said office was settled upon us, our heirs and successors; which laws and statutes notwithstanding, several persons, for their private lucre, have lately practised, and do still continue, in a secret and most unlawful manner, to make a generall collection of letters, and to give them conveyance and delivery for hire, without any authority from the Postmaster-general, whereby, not onely the revenue arising by the said office is diminished, but likewise several dangerous correspondencies are preserved and maintained, and the seditious designs of many evil-disposed persons are very much promoted; his Majesty, therefore, for the prevention hereof in time to come, and to the end that such persons who shall presume hereafter to offend in like manner, may remain without all excuse, hath thought fit, by this his royal proclamation, to require and enjoyn all his loving subjects, and doth hereby straightly charge and command all and every person and persons (other then the Postmaster-general for the time being, his deputies or assigns), that they presume not, either directly or indirectly, to set up any office, or to contrive or practise any way or means, for collecting and receiving of letters and packets, or to carry, recarry, or deliver the same with speed and for hire. And, to this end, his Majesty doth further require and command them, and every of them, that they presume not to set up any foot-post, horse-post, post, or stage-coach or packet-boat, for carrying or recarrying of letters and packets, or to employ or make use of any which shall be set up for that purpose, other then such as shall be licensed and authorized by the Postmaster-general for the time being, his deputies or assigns. And because several carriers, drivers of stage-coaches and waggons, haglers, masters of ships, pursers, or other mariners, do very often, under colour and pretence of their respective employments, intermeddle with and intrude upon the office of the Postmaster-generall, his Majesty doth hereby more particularly and expressly charge and command all carriers, that they presume not to carry any letters, other then such as shall concern the goods wherewith they are charged, beyond the first postage to which they shall arrive; and that they presume not to outgo their packs or waggons, or deliver any letters which they carry, sooner or with more speed than their respective packs or waggons shall arrive. And his Majesty doth, in like manner, charge and command all drivers of stage-coaches, haglers, and such like persons, that they presume not, in any kind, or upon any pretence whatsoever, to intermeddle with the conveyance and delivery of any letters as aforesaid, but that they do, from time to time, refuse all such letters which shall be so tended to them. And his Majesty doth also command

mand all masters of ships, boursers, and mariners, that they presume not to carry any ship-letters, other than the letters of merchants, owners, and masters, beyond the first postage to which they shall arrive in England; and that they do there deliver the same into the deputy or deputies onely of the Postmaster-general for the time being. And if any carriers, drivers of stage-coaches, haglers, masters of ships, pursers, or other mariners, shall be found carrying of letters unlawfully, or in any other manner, they shall incur his Majestie's high displeasure, and suffer the utmost penalty which can be inflicted upon such as shall be found to have broken his Majestie's laws, and to be wilful contemners of his royal command; and, moreover, all letters whatsoever sent or conveyed by such clandestine and indirect ways, and by persons not lawfully authorized, shall be look't upon as letters of dangerous consequence, and shall accordingly be seized and brought to one of his Majestie's principal Secretaries of State, or to some one or more of the Lords of his Majestie's most honorable Privy Council, to the end the same may be opened and inspected, and the persons conveying or sending them may be proceeded against according to law. And for the better execution or his Majestie's commands, and as a means to secure the revenue arising by the said office, his Majesty will cause such searchers, waiters, and other officers, to be appointed in all convenient places as may be fit and proper for the discovery of such practices, and carrying such letters to be seized, and such offenders' names to be certified. And in the meantime his Majesty doth strictly charge and command all mayors, sheriffs, justices of peace, constables, bayliffs, searchers of his Majestie's ports, and all other his officers and ministers whatsoever within their several jurisdictions and offices, from time to time to make diligent search for all mails, buggets, and bags, in any ship, vessel, waggon, coach, or other unlawful or unlicensed carriage; and all such letters which they find to be conveyed or carried contrary to law, to seize and send up to one of his Majestie's principal Secretaries of State, or to some one or more of the Lords of his Majestie's Privy Council, together with the names of the persons offending, to the end such further proceeding may be had as shall be found agreeable to the laws and statutes of the realm. And that no man hereafter may complain for want of a settled post in or near particular by-towns or places lying on the post-road, which complaint hath hitherto been made the excuse or pretence for sending or carrying of letters by other indirect and unlawful conveyances, his Majesty doth hereby also require and command the Postmaster-general for the time being to take effectual care for the conveyance of all by-letters, by establishing correspondencies, at the least charge and greatest ease that may be to the country, in all considerable market towns with the next adjacent post-stages; and that he cause a map or card thereof to be forthwith printed, to the end that all his Majestie's subjects may know where and to what place to address their respective letters. And his Majesty doth further charge and command all and every person of persons, other than the Postmaster-general for the time being, his deputies or assigns, that they presume not to prepare or provide any horses or furnitures to let to hire, unto or in all or any the thorough-posts and persons riding post by commission or without, to and from all and every the parts and places of England, Scotland, and Ireland where any posts-roads are or shall be settled and established, unless the Postmaster-general, his deputies or assigns, shall first fail to provide and furnish the person or persons, so riding post, with sufficient horses and furniture, within the space of half an hour after demand thereof made, as they will answer the contrary at their perils.

Given at our court at Windsor, the 7th day of September 1685, in the first year of our reign.

God save the King!

## — LXVI. —

(Commons' Journals, 1696.)

Mr. Guy, from the Lords Commissioners of the Treasury, presented to The House a state of the revenue, from Michaelmas 1693, to Michaelmas 1694; with the loans, debts, and charges upon the revenue; together with an account of the establishment: 11 Com. Journ. p 204, 207. 15 Jan. 1694-5.

And the same was read; and is as followeth; viz.

* * * * * * * * * * * * *

### Letter-money.

The revenue arising in the General Post-office, in the year ended at Michaelmas 1694, produced, over and above the charges of management, the sum of 59,972 *l.* 14 *s.* 9 *d.*

The present debt, by tallies upon this revenue, is 19,205 *l.* 9 *s.* 2 *d.*; and the yearly charge by special grant thereupon, doth amount to the sum of 21,200 *l.* per annum, which is also part of the charge of the civil list, as appears by the annexed list, marked B.

| | £. |
|---|---|
| Earl of Rochester | 4,000 |
| Duchess of Cleveland | 4,700 |
| Duke of Leeds | 3,500 |
| Duke of Schomberg | 4,000 |
| Earl of Bath | 2,500 |
| Lord Keeper | 2,000 |
| William Dorkra, to end at Midsummer 1697 | 500 |
| £. | 21,200 |

11 Com. Journ. p. 551. 7 April 1696.

A petition of Richard Dashwood, George Dashwood, and Anne Dashwood, younger children of George Dashwood, esq., deceased, was presented to The House, and read; setting forth that King Charles the Second, being empowered by Act of Parliament made in the 15th year of his reign, to charge the profits arising from the Post-office with any yearly sum, not exceeding 5,382 *l.* 10 *s.* did, by his letters patent dated the 19th of January, in the 20th year of his reign, grant unto the Lord Viscount Grandison and Edward Villers, and their heirs, the yearly sum of 4,700 *l.*, to be paid out of the said revenue; which grant was afterwards, by another Act made in the 22d and 23d of the said king, confirmed: that the said Lord Grandison and Mr. Villers' names were only used in trust for the Duchess of Cleveland, and her heirs: and by indenture dated 22 September 1683, the said trustees did, by the direction of the said Duchess, grant the said yearly sum of 4,700 *l.* to the executors of the petitioners' father, and trustees for the petitioners, for the consideration of 5,000 *l.* paid to the said Duchess; and afterwards the said trustees lent 1,000 *l.* more to the Duchess upon the said security: that the 6,000 *l.* is not paid, and the interest is greatly in arrear; and the petitioners have no other security for their money than as aforesaid: and praying that a clause in the Bill now depending in the House, for laying several duties on low wines or spirits of the first extraction; and for preventing the frauds and abuses of brewers, distillers, and other persons chargeable with the duties of excise, relating to the Post-office, may not prejudice the petitioners' claims to the profits arising thereby.

Ordered, That the consideration of the said petition be referred to the Committee of the whole House, to whom the said Bill is committed.

Idem, same page.

[A petition to the same effect from the Most Noble Barbara, Duchess of Cleveland.]

11 Com. Journ. p. 553. 9 April 1696.

A petition of John Ward, merchant, was presented to the House, and read; setting forth that King Charles the Second, by letters patents, in the 13th year of his reign, did grant to Sir Samuel Moreland and his assigns 500 *l.* per annum out of the profits of the Post-office, during his life: that in 1663 Sir Samuel Moreland assigned the said annuity to Sir Arthur Slingsby; and by several other mesne assignments, the same came to Sir Robert Clayton, as executor of Alderman Morris, who for 1,420 *l.*, really paid, assigned his interest therein; under which assignment the petitioner claims a moiety of the said annuity, during the said Sir Samuel's life: that there is a Bill now before the House for laying several duties on low wines or spirits of the first extraction, and for preventing the frauds and abuses of brewers, distillers, and other persons chargeable with the duties of excise; which Bill is, amongst other things, to charge the revenue of the Post-office with 515,000 *l.*: that the said revenue is no ancient revenue to the Crown, but subject to several other grants, and to some by his present Majesty, as the petitioner is informed: and praying that he may be heard, as to his claim to the said annuity, before the said Bill do pass.

Ordered, That the consideration of the said petition be referred to the Committee, to whom he said Bill is committed.

## — LXVII. —

## ACT OF PARLIAMENT OF SCOTLAND, 5th William III.—5 July 1695.

"ACT anent the Post Office."

Establishes a General Post Office within the City of Edinburgh, authorizes certain rates for letters, &c. &c.

# DOCUMENTS SPECIALLY RELATING TO THE SEARCH AND EXAMINATION OF LETTERS.

ABSTRACT of the DOCUMENTS specially relating to the SEARCH and EXAMINATION of LETTERS, given in by Sir *F. Palgrave*, Deputy Keeper of the Records.—(1 to 6.)

Claus. 18 Edw. II. m. 23. Rymer, n. e. vol. 2, p. 582.

1. App. LXVIII.

18 December, 18 Edw. II., 1324.—Writ or letter to the Constable of Dover and Warden of the Cinque Ports, to the Mayor and Sheriffs of London, the Bailiffs of Bristol, Southampton, and Portsmouth, and the Sheriffs of Hants, Somerset, Dorset, Devon, and Cornwall, noticing that the previous orders *de scrutinio faciendo* had not been observed, in consequence of which many letters prejudicial to the Crown were brought into the kingdom. They are, therefore, commanded to make diligent scrutiny of all persons passing from parts beyond the seas to England, and to stop all letters concerning which sinister suspicions might arise, and their bearers, and to keep the bearers in custody until further directions, and to transmit the letters so intercepted to the King with the utmost speed.

Patent, 19 Edw. II. part I, m. 12. Rymer, n. e. vol. 2, p. 616.

2. App. LXIX.

10 December, 19 Edw. II. 1325.—Letters-patent noticing the appointment of Nicholas Kyriel as Admiral of the Fleet, from the mouth of the Thames to the Cinque Ports, and other ports towards the eastern parts, and the power given to him to search in all ports and places on the before-mentioned shores all persons entering the kingdom, whether they bear any letters prejudicial or suspicious to the King or his lieges, and to arrest the bearers, together with the letters, and to send the same to the King, or to keep them in prison, if the King should be in remote parts: all the King's Bailiffs, &c. commanded to assist the Admiral; but they are not, under pretext of such powers, to attack or oppress any merchants or others crossing the seas.

Patent, 20 Edw. II. m. 11. Rymer, *ut supra*, p. 644.

3. App. LXX.

28 September 1326.—WRIT to the Mayor and Bailiffs of Lincoln, reciting, amongst other things, that the Queen, by the council and abetment of the King's enemies, writes daily divers letters to the archbishops, bishops, prelates, earls, barons, and other the King's lieges, as well of the clergy as the laity, and to the commons of various towns, and to individual persons, in order to accomplish their false compassments. The mayor and bailiffs are therefore charged, that if any letters arrive from the Queen, Prince Edward, the King's brother, or any the King's enemies in their company, that they will seize the messengers and bearers of the same with the said letters, but without opening the said letters, to the King.

Similar writs to the Mayor and Bailiffs of Norwich, Bristol, Nottingham, Cambridge, Northampton, Yarmouth, Newcastle-upon-Tyne, Worcester, Lynn, Oxford, Winchester, Stamford, London, York, Exeter.

Rot. Vascon, 19 & 20 Edw. II. m. 6. Rymer, *ut supra*, p. 642.

4. App. LXXI.

24 September 1326.—Writ to Robert de Kendale, Constable of Dover and Warden of the Cinque Ports, noticing the previous commands, as well under the great seal as well under the privy seal, to cause diligent scrutiny to be made concerning all letters brought into the kingdom from foreign parts, and that all letters prejudicial to the Crown, or suspected, should be sent to the King. The Warden is diligently commanded to execute such previous commands, and to return his proceedings to the King.

Similar writs to all the Bailiffs, &c. of all the principal ports of England round the whole coast, from Scarborough to Swansea.

Fine Roll, 1 Ric. II. p. 1, m. 7.

5. App. LXXII.

5 December 1377.—Patent whereby the King appoints Philip Walwayn to inspect, by himself or his deputies, all ships and boats coming to or going from the kingdom, within the Port of London or River Thames, and to search (*"Scrutinium"*) all such ships and boats and persons whereof there may be suspicion that they carry wool, skins, hides, cloth, or other merchandise liable to custom duty, and not cocketted and paying the custom, or gold or silver in money or bullion, or jewels, and to search *if any persons bear into or out of the realm any bulls, letters, instruments,* or processes, or other things prejudicial to the King or his subjects, contrary to proclamations and prohibitions,* and to arrest as forfeitures all the above-named articles, with the ships, boats, and persons bearing them, and to keep them until otherwise directed.

* This includes private as well as public instruments, for many communications from Rome were private instructions to individuals.

Similar patents for all the principal sea-ports are found almost every year from Ric. II. to Edward IV. both inclusive, with little material variation, excepting that the patents of the reign of Edward IV. require the searcher to execute his office in person, and not by deputy.

Extract from the Trial of Dr. *Henry* for High Treason.

6. App. LXXXV.

ABSTRACT of DOCUMENTS from the State-Paper Office, concerning the INTERCEPTING and OPENING of LETTERS, delivered in by Mr. *Lechmere*, Deputy Keeper of State Papers.—(1 and 2).

App. LXXIII. 1. Extract of a letter from Cardinal Wolsey to Dr. Sampson, Ambassador from Henry VIII. to the Emperor Charles V., giving an account of the intercepting of the despatches sent by Monsieur de Praet, Ambassador from the Emperor Charles V. to Henry VIII.

App. LXXV. 2. Letter from the Venetian Ambassador to King Charles I., complaining of the intercepting and opening of his letters, 1641.

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MISCELLANEOUS DOCUMENTS relating to the Intercepting and Opening of Letters.—(1 to 14).

App. LXXIV. LXXVI. 1. Extracts from the Lords' and Commons' Journals, Annis 1641, 1643, 1659–60.

App. LXXVII. 2. Extracts from the Commons' Journals, 1678, relating to the letters of Coleman, one of the victims to the Popish Plot.

App. LXXIX. 3. Extracts from the Lords' Journals, 1723, relating to the intercepted letters in the case of Bishop Atterbury.

App. LXXX. 4. Extracts from the speech of Mr. Wynne, counsel for Bishop Atterbury, from Howell's State Trials, vol. 16.

App. LXXXI. 5. Extracts from the Commons' Journals, 1723, relating to the intercepted letters in the case of Plunket.

App. LXXII. 6. Extracts from the Commons' Journals, 1723, relating to the intercepted letters in the case of Kelly.

App. LXXXVIII. 7. Extracts from the Trial of Horne Tooke, 1795, Howell's State Trials, vol. 25.

App. LXXXIII. 8. Proceedings in the Commons, 1734–5, relating to the privilege of franking letters, and certain abuses in the Post-office. Hansard's Debates, vol. 9, and Commons' Journals, vol. 22.

App. LXXXIV. 9. Extracts from the further Report of the Committee of Secrecy, 1742; Commons' Journals, vol. 24.

App. LXXVIII. 10. Abstract of Statute 9th Anne, chap. 10.

App. LXXXVI. 11. Clauses of 23 and 24 Geo. III. chap. 17 [Ireland].

App. LXXXVII. 12. Title and Preamble to 35 Geo. III. cap. 62.

App. XC. 13. Extracts from 1st Victoria, chap. 33 & 36.

App. LXXXIX. 14. Parliamentary Return from the Post-Office, 1834.

## — LXVIII. —

(Rymer, New Ed., Vol. 2, p. 582.)

De Scrutinio faciendo super litterarum portiloribus a partibus transmarinis.

A. D. 1324. An. 18 Edw. 2. REX, dilecto et fideli Suo Roberto de Kendale, Constabulario Castri Sui Dovorr, et custodi Quinque Portuum Suorum, vel ejus locum tenenti, salutem.

Datum est nobis intelligi quod, non obstantibus mandatis nostris, vobis et aliis custodibus ibidem pluries directis, de scrutinio faciendo super omnes deferentes litteras a partibus transmarinis infra regnum nostrum, plures litteræ, nobis et coronæ nostræ prejudiciales, a partibus predictis venerunt, et indies infra regnum nostrum deferuntur; unde admiramur, nec inmerito anxié commovemur:

Vobis igitur mandamus, in fide et homagio quibus nobis tenenimi, firmiter injungentes, quod in singulis portubus et locis infra ballivam vestram, diligentius scrutinium omnium et singulorum de dictis partibus transmarinis in Angl' transeuncium exnunc fieri facias; et omnes et singulas litteras, de quibus haberi poterit sinistra suspicio, et earum portitores, arestari, et eosdem portitores salvo custodiri facias, donec aliud super hoc a nobis habueritis in mandatis; et easdem litteras ad nos, ubicumque fuerimus, salvo et securé, cum omni celeritate venire facias; et hoc nullo modo omittatis.

T. R. apud Notingham xviii die Decembr.

Per ipsum Regem.

## — LXIX. —

(Rymer, New Ed., Vol. 2, p. 606.)

De Scrutinio faciendo, pro Litteris Coronæ præjudicialibus.

Rex omnibus ballivis et fidelibus suis, at quos &c. salutem: Sciatis quod cum constituerimus dilectum et fidelem nostrum Nicholaum Kyriel capitaneum et admirallum flotæ nostræ omnium navium ab ore aquæ Tamisiæ, tam Quinque Portuum quam aliorum portuum et locorum per costeram maris versus partes occidentales, quamdiu nobis placuerit, prout in literis nostris patentibus, indè confectis, plenius continetur: A. D. 1325. An. 19 Edw. 2.

Dedimus ei potestatem scrutandi, in singulis portubus et locis aliis per costeram prædictam, omnes et singulos regnum nostrum ingredientes, utrum aliquæ literæ, nobis aut fidelibus nostris præjudiciales seu suspectæ, deferantur; Et omnes illos penes quos hujusmodi literæ repertæ fuerint, cum literis illis, arestandi, et ipsos ad nos mittendi; seu in prisonis nostris, si forte tunc fuerimus in remotis, salvo custodiri faciendi: Necnon deputandi, alios sub se, pro quibus respondere voluerit, ad scrutinium prædictum in locis prædictis faciendum:

Et ideo vobis mandamus quod eidem Nicholao, et deputatis ab eo, in præmissis sitis intendentes, consulentes, et auxiliantes, quotiens et quando super hoc ex parte nostrâ fueritis requisiti.

Nolumus tamen quod, eo prætextu, capiatur occasio seu materia invadendi vel gravandi mercatores, aut alios per mare transeuntes.

In cujus, &c. quamdiu nobis placuerit, duraturas.

Teste Rege, apud Turrim London x die Decembris.

Per ipsum Regem.

## — LXX. —

(Rymer, New Edition, Vol. 2, p. 642.)

De Scrutando pro Litteris, et Personis suspectis arestandis.

Rex dilecto et fideli suo, Roberto de Kendale, Constabulario Castri sui Dovorr, et Custodi Quinque Portuum suorum, salutem. A. D. 1326. An. 20 Edw. 2.

Cum pluries, ante hæc tempora, tam per brevia sub Magno Sigillo nostro quam per literas sub privato Sigillo nostro, vobis mandaverimus, quod in portubus prædictis diligens Scrutinium faceretis super literis quibuscumque a partibus transmarinis in regnum nostrum deferendis, et ab eodem regno ad partes exteras portandis; et quod omnes et singulæ literæ, nobis seu juri coronæ nostræ prejudiciales, vel indè suspectæ, ad nos mitterentur, antequam executio fierit de eisdem:

Nos, propter aliquos rumores qui ad aures nostros noviter pervenerunt, volentes quod præmissa districté observentur, vobis mandamus, sub gravi forisfacturâ nostrâ, firmiter injungentes, quod scrutinium prædictum in portubus prædictis, cum omni diligentiâ quâ poteritis, faciatis, juxta formam mandatorum nostrorum prædictorum, vobis pluries indè directorum: necnon omnes et singulas personas, nobis seu regno nostro merito suspectas, si quas in portubus prædictis inveneritis, sine dilatione arestari et in prisonâ nostrâ salvò custodiri faciatis, donec aliud indè à nobis habueritis in mandatis.

Et de nominibus eorum quos sic arestaveritis, et ob quam causam fuerint arestati, nos de tempore in tempus reddatis, sub sigillo vestro, distinctè et apertè, certiores; taliter in hâc parte vos habentes, quod per vestri negligentiam vel defectum in hâc parte, pericula aliqua per præmissa non eveniant, per quod ad vos graviter capere debeamus.

Teste Rege, apud Marsfield xxiiii die Septembris.

## — LXXI. —

(Rymer, New Edition, Vol. 2, p. 644.)

De inimicis, cum Reginâ, Edwardo filio, et Comite Kantiæ fratre Regis, Rogero de Mortuomari, et aliis rebellibus et alienigenis in regnum ingressis; et de portatoribus litterarum arrestandis.

Le Roi as meir & bailliffs de Nicole, salutz. Come nostre traitre & enemi mortiel, & pur tiel atteint & ajugez en plain parlement selonc les leis & usages de nostra roialme, Roger de Mortimer, ensemblement od autres treitres & enemis notoires & ascuns aliens, sont entrez nostre roialme, & en lour compaignie nostre femme, nostre fiutz, & nostre frere le counte de Kent; A. D. 1326. An. 20 Edw. 2.

Queu chose nous anuyt & greve tresgrandement, quant ceux qi deussent soverainement nostre bien & honur purchacer & meintenir, si hountousement sont issint demorantz & detenuz contre nous entre noz enemis & contrairs;

Et auxint, qui piz est, ont menez od eux gentz desconuz & aliens estranges, auxibien d'armes come a pee a grant nombre.

Pur lour malesveistez & compassementz acrestre & meintenir, par colour de noz ditz femme, fiuz & frere, qeux ils detinent fausement contre nostre volente, qi garde & governement affiert a nous & a nuls autres, & ne deussent estre a volente ne subjectioun d'autri que de nous, & prechent a nostre poeple, disauntz q'ils sont venuz pur bien & honur de nous & du roialme; tut soit ceo pur nous mestrier, & nostre poer mettre en autri subjection, & a purprendre sur nous & nostre corone mestrie real, & desheriter taunt come en eux est; sicome tut homme de bien purra bien veer & sentir.

Queu chose est contre nostre pees, & l'estat de nostre corone; et ja eoms entenduz que nostre dite femme, par consail & abetz de noz ditz enemys, ad escrit, & uncore fait escriure de jour en jour diverses lettres as ercevesqes, evesqes, prelatz, contes, barons, & a noz autres foiaux, auxi bien de la clergie come de la laite, & as communees des citeez & villes, & a singulers persones, de treer a eux les cuers & volunteez de nostre poeple, pur mieux accomplir leur faux compassementz susditz:

Queu chose purra turner a confusion & destruction de noz poeples; qui ja ne aveigne:

Vous mandoms & chargeoms sur la foi & la ligeaunce qui vous nous devez, que, si nules lettres vous veigneut de nostre dit femme, ou de nostre fiuz, ou de nostre frere, ou de nul qui soit de noz ditz enemis en lour compaignie esteauntz, sauntz nul delai parmez les messagers, & les portours de yceles; & les corps de eux, ensemblement od celes lettres entiers, santz les overir, facez hastivement envoier a nous bien & sauvement, queu part qui nous seoms, de temps en temps, totes les foitz qui nules tieles lettres vous vendront.

Et si nul homme veigne santz lettre de part nostre dit femme, ou nul autre qui soit en sa compaignie, pur tretre & parler de nul chose qui lour touche, facez de li en meisme la manere, & de tous ceux qui vendront en cele forme.

Et auxint vous mandoms & chargeoms, fermement enjoignantz, que vous facez crier parmi tut vestre ville avant dite, que, si nostre dite femme, au nul de nos ditz enemis qui soit en sa compaignie, envoit a nul homme lettre au autre mandement come desus est dit, sautz nul delai soient les messages & porteurs arestuz & sauvement menez a nous ensemblement od les lettres entiers & nient debrisez par ceuz as queux celes lettres seront issint enveez, sur quanque qils purront forfaire devers nous, de corps & de avoir;

Et auxint toux qui vendront issint sanz lettre, pur treter & parler de rien qui lour touche, come desus est dit.

Et auxint facez defendre a toux, de par nous, sur meisme la forfeture, que nul, de quel estat ou condition qu'il soit, ne recette, conforte, eide, ne favoure, en nul point, noz ditz femme, fiuz, ne frere, taunt comme ils se portent devers nous come ils fount encore, & demorent en cele compaignie, & nul qui en la compaignie soit; einz, les greve & damage en totes les voies & maneres qils purront, forpris nos ditz, femme, fiuz, & frere.

Et totes cestes choses facez & faire facez diligeaument, santz feintise & nul delai; & a toux de vostre ville susdite facez saver les dites choses, & q'ils les facent sur quanque vous, & eux, & checun poez forfaire de corps & d'avoir.

Don sous nostre Grant Seal, a nostre Tour de Londres, le xxviii jour de Septembr.

Per ipsum Regem.

## — LXXII. —

(Sir *F. Palgrave.*) 5 December 1377.

* Fine Roll, p. 1. 1 Richard 2, m. 7.

Ð. Scrutinio. Ꝑ. Vicecomibꝫ, majoribꝫ, ballivis, ministris, dñis, maꝯris marinariis naviū, & aliis ministris & fidelibꝫ suis, tam infra libtates qam extª, ad quos &c̄ saltem. Sciatis qd nos de fidelitate & circumspeccõe dilci nob Phi Walwayn confidentes, assignavimꝰ & deputavimꝰ ipm Phm ad explorand, p se & deputatos suos, oms naves & batellos extª regnū nr̄m Angl tanseuntes, & ad idem regnū venientes in Portu Londoñ, & singulis portubꝫ & locis a civitate Londoñ in aqua & ex utªqꝫ pte aque Thamis tam p ꝑam qam p aquam usqꝫ Gravesende, & ibidem, et a Gravesende usqꝫ ad mare, tam infra libtates qam extª, & ad scrutiniū faciend de omibꝫ navibꝫ & batellis hujusmodi, & de psonis de quibꝫ sinistra suspicio fieri potit qd lane, pelles lanute, coria, panni aut alia m̄cimonia custumabilia, non cokettata nec custumata, in eisdem navibꝫ, aut aurū vel argentū in pecunia num̄ata aut massa vel plata, seu jocalia cariata seu posita ffunt, vel si alique psone bullas, lras, instrumenta, ꝓcessus, vel aliqua nob seu subditis

* *Note by the Editor.*—In the Calendar of the Patent Rolls, p. 207; Anno 6° Rich. II. A. D. 1382 or 1383, the grant of the office of Searcher to Philip Walwayne appears.

"Rex concessit Pho. Walwayne, pro vitâ, quod ipse, per se vel deputatos suos, exploraret et scrutaret "omnes naves et batellos extra Regnum transeuntes, et ad idem Regnum venientes, in portu London, "et in singulis portubus et locis a civitate London' &c., tam per terram quam per aquam, &c., tam de "pannis, lanis, et aliis mercimoniis quibuscunque custumabilibus non coquettatis, quam de personis "quibuscunque suspitiosis, ac aliis personis deferentibus Bullas vel alia instrumenta Papalia, &c., ac "podum x lib."

ditis nr̃is p̄judicialia, in vel ext[a] regnū nr̃m detulerint, cont[a] p̄clamac̃oes & inhibc̃oes ex pte nr̃a inde fc̃as, & ad om̃ia lanas, pelles, coria, pannos, & alia m̃cimonia custumabilia que non custumata nec cokettata, aut alias cont[a] inhibic̃oem & defensionem nr̃as p̄dc̃as, ac om̃ia bullas, lr̃as, instrumenta, & alia quecumq[b] que nob̃ vel subditis nr̃is p̄judicialia, in dc̃is navibz̃ vel batellis inventa fr̃int, tanq[a]m nob̃ forisfc̃a, una cum navibz̃, batellis & p̄sonis ea ducentibz̃, arestand & salvo custodiri faciend, quousq[b] sup hoc alit̃ dux̃im[o] ordinand, & ad om̃ia alia que ad dc̃m officiū p̄tinent, exc̃cend & faciend, q[a]mdiu nob̃ placr̃it, & ad c̃tificand nos in Cancellar̃ nr̃a de toto tc̃o suo in hac pte: Ita qd̃ nob̃ de om̃ibz̃ forisfc̃uris que p ip̄m Ph̄m sic arestari contig̃it, respondeat, & fidelem compotum inde reddat ad sc[a]cm nr̃m, p̄cipiendo in officio p̄dc̃o p vadiis suis decem libras p annū de exitibz̃ & p̄ficuis officii sui, si exitus & p̄ficua ad hoc sufficiant, et si exitus & p̄ficua illa ad hoc non sufficiant, tunc id quod inde de vadiis suis p̄dc̃is defr̃it, hēat & p̄cipiat ad Sc[a]cm nr̃m, p̄ut Will̃s de Briddeford, nup Scrutator in Portu & in locis p̄dc̃is p̄cepit in officio sup[a]dc̃o. Et ideo vob̃ & cuilt vr̃m, sub forisfactura or̃m que nob̃ forisfac̃e poss̃itis, mandam[o], firmit̃ injungentes, qd̃ p̄fato Ph̄o & ejus deputatis in p̄missis omibz̃ & singulis faciend & exequend intendentes sitis consulentes & auxiliantes, quociens & p̄ut idem Ph̄us, vel deputati sui vel eoz̃ aliquis, vob̃ vel alicui vr̃m scire fc̃int vel fc̃it ex pte nr̃a. In cujus, &c̃. T. K. apud Westm̃ quinto die Decembr̃.

p Bill̃ Thes̃.

## —LXXIII.—

(Mr. *Lechmere.*)

EXTRACT of a LETTER from Cardinal *Wolsey* to Dr. *Richard Sampson*, Ambassador with the Emperor Charles V. January 1525. From the original Minute in the State Paper Office.

State Paper Office. Germany. Bundle 1, 1525.

"IT hathe ben, of a longe season and from sundry parties, reaported unto the Kinges Highnes and to me, at diverse tymes, that Mons[r] de Praet, who resideth here Ambassadour for the Emperour, hathe contynually ben a man disposed and inclyned to make in his letters and writinges, bothe to thEmperour and to the Lady Margaret and other, sedicious and sinistre reaportes, faynyng many tymes, upon his oune fantasie, suspicion or conjecture, thinges clerely untrue, and compassing at other tymes, when thynges have ben don, said, or set furthe, frendely, kyndely, and lovingly, so to cowche his reaportes and the circumstances of the doinges therof, as thoughe the gratuities shewed by the Kinges Highnes have, from time to time, ben conduced by the industrie, policie, and labour of the said Ambassadour; ascribing therfore the lawde and thanke therof unto hymself, wherby he myght adquire the more grace and favour of the said Emperour and Lady Margaret. To thise thinges the Kinges Highnes and I wer not over hasty to geve sone credence; but supposing the said Ambassadour to be a personage of more vertue and inclination to good then nowe he proveth to be, I wolde som tymes admonishe hym in general wordes of such advertisement, exhorting and avising hym to be wel ware howe he, being a mynistre bitweene 2 Princes so nerely conjoyned in intelligence, shulde attempte or do any thing to the hynderance therof, but rather regarding the office of a good Ambassadour to do that in him is, for the norishing and increace of the same: wherin he alwaies made me suche answere, that I conceyved no further suspicion or jalousie towardes hym in that behalf; being therefore the more franke and playne with hym in al my conferences, as that he, for the singuler good mynde whiche I have alwaies borne unto thEmperours honour weale and suretie, wolde procede with His Majeste sincerely, plainely, and truely; and as famylierly, kyndely and lovingly hathe the Kinges Highnes and I admytted, enterteyned, and used the said De Praet, at al tymes, as the most herty love betwene the Kinges Highnes and His Majeste dothe require, making him privey, and having hym present, at al suche communications and accesses as have ben of other Princes, Ambassadours, or of any matier worthy advertisement or knowlege; to thintent that he, unto whom the Kinges Highnes and I have referred the reaportes of the same, shulde make most credible and playne relacion therof unto th Emperour, and other to whom it aperteyned.

Amonges other, after myne accustumable maner, when I had, the 11th day of this instant moneth, receyved letters from M[r] Pace, bering date at Trent the 26th and 28th days of January, the copies wherof I sende you herinclosed, specifying suche newes of Italye as then wer comen unto his knowlege and understanding by the relacion of Brian Tuke *, that had sent unto the said Ambassadour a pacquet of letters commen from my Lady Margaret, I sent a servaunt of myne to the same Ambassadour, desyring hym to take the payne in the after none to repaire unto me, aswel to thintente I myght make hym participate of suche newes as the Kinges Highnes and I had receyved, as also to understonde whither he had any good newes in confirmation of the same. Unto whom, at his commyng, in the presence of the Duke of Norfolke and some other of the Kinges Counsail, and also of the Ambassadour of Mylain who came with hym, I red the said letters and newes, declaring the same unto them formally in the Latten tonge. Wherwith, forasmoche as there was matier therin of right good tenour and effecte, wee al rejoysed and wer glad. And proceding unto the particularities, we devised and conjected upon the making of the 3 briges by the Frenche king over the ryver of Tycyne; whiche we interpred to be don rather for his better

* Brian Tuke was Master of the Posts at this time.

better commodite to flee, seing his cariages that myght ful wel have served to the fortifying of his campe, wer alredy transported, then otherwise. We spake also of the doubtes that myght be, lest thEmperours armye, contynuing long in the felde, shud lak monie; wherin the said Ambassadour inferred, that those whiche had alredy holpen the Frenche King with money and victailles, namyng the Poope, the Duke of Ferrare, the Florentynes, and other, owe also of good congruence to helpe unto the contynuance of thEmperours armye. Hereunto I answered, that the commyng of Sir Gregory de Cassalis shulde highely conferre unto those affaires, forasmoche as, not oonly he shuld bring unto the armye som comforte of money and other good knowlege of the Kinges fast mynde, whiche myght the rather encourage them unto the batail, but that also, by the sending of Mr Pace to Venece and of my letters to Rome, I trusted the Veneceans shuld be the more glad to contynue fast unto th Emperour, and that the Poopes Holynes of likelihode, upon the grete considerations by me alleged, wold chaunge his copie; saying, as trouthe was, that the said Sir Gregorie, who departed from hens, when the Emperours affaires, as ferre as coude be knowen here (the distance of the places considred), were in most apparance of dispaire, sholde by his commyng, God willing, revive the same; having alwais speciall trust that the Poopes Holynes wolde chaunge his copie as is aforesaid, whiche the state of Cristendome, wel considered, aperteyned unto His Holynes to do, if he wolde be a good fadre and hed of Cristes religion: and if, necglecting the same, His Holynes wolde not do the office of a common fadre, but rather as a private person or a chaplain, as adhering unto France, the Frenche King wolde not faile to make him, like as I also wrote playnely to be shewed unto His Holynes, on my behalf, by the Bishop of Bathe, as by the copies ye may perceive, then He must be taken according to his actes and merites. Finally it was divised amonges us, and I shewed myne opynyon, what wer expedient to be don, in cace the Frenche King, as the chaunce of batail is uncertaine, shulde either be overthrowen in the same, or be compelled to retyre and flee in to Fraunce. And in this matier I said, expedient it wer that thEmperour and the Kinges Highnes shuld take substancial wayes and meanes for poursuyng of the victory, wherin I doubted not but the Kinges Highnes my master wolde do for his parte asmoche as shulde be requisite; saying that I wolde with al diligence cause an expedicion to be made in to Spayn for this purpose and other matiers, wherein it is necessary to knowe thEmperours mynde with diligence. Thise and other semblable divices we had to this effect; and with the same the said Ambassadour, semyng to be joyeows and wel contented, geving unto me thankes on thEmperours behalf, departed.

"Thre dais before that, as many times is here accustomed, it was appointed that as that nyght folowing, which was the 11th day at nyght, a privye watche shulde be made in London, and by a certain circuite and space aboutes it; in the whiche watche, after mydnyght, was taken, passing betweene London and Brayneford, by certain of the watche appointed to that quarter, one riding towardes the said Brayneford; who, examyned by the watche, answered so closely, that, upon suspicion therof, they serched hym, and founde secretely hyd aboutes hym a little pacquet of letters, superscribed in Frenche: whiche the said watche perceyving, brought the letters unto a man of lawes clerke, being of the same company; who supposing the berer of them to be either a spie, or a messenger from some merchaunte stranger or other, intending to disclose thinges unto thEmperour, and perceyving the said pacquet to be, in the taking of it by the unlerned men of the watche, broken and evil handled, loked in the letters; and thinking the same, by reason of the cifres, more suspect, brought it unto the Kinges Solicitour, being in the same watche; who, not acquaynted with the name of the said De Prate, brought the letters, so opened, unto Sir Thomas More, being in another watche nere unto the same, and he presented them in the mornyng folowing unto me, being in the Chauncery at Westminster: whiche when I had red, knowinge howe ferre theffect of them was discrepant from the trouthe, anon I conceyved the former advertisementes made unto me, towching the said Ambassadours accustumed usage in making synistre reaportes, to be true. And perceyving by the said letters, that albeit the usage is not here that strangers shulde passe throughe the realme withoute a pasport, yet one of the Fulkers was depeched by the said Ambassadour, the day bifore, with letters towardes Spayn, wherin it was like there myght be as evil or wors reaporte then in thise, I with al diligence sent to coundermaunde the said former letters, or any other depeched at that tyme by the said Ambassadour: and so was taken also a pacquet of his letters directed to my Lady Margaret. Whiche original letters directed unto the Emperour, with copies of those addressed unto my Lady Margaret, viewed and overlooked, and the untrouthe mencioned in them deprehended, I sende unto your handes herwith; aswel bicause thEmperour may knowe suche thinges as his folkes on this side do advertise His Majeste of, whiche may conferre to the fertheraunce of his affaires, as also bicause the same may hereby the more assuredly and perfitely understonde and perceyve that the said De Praet hathe of likelihode contrived no fewe matiers untrue and fayned in his letters sent of a long season, aswel in to Spayne as in to Flaunders: wherof there is moche apparance, by reason of suche proceding, strange demeanour, and suspicion, as hathe semed to have ben had towardes the Kinges grace, bothe on that syde and in Flaunders, of a good season. So that it is evidently to be conjected, that the said De Praet hathe don more hurte detryment and dammage by his evil reaportes in the common affaires, then ever he can be able to redubbe or amende; and surely hathe by the same deserved moche more blame, then I wol reherse. And what the Kinges Grace and his Counsail may thinke by the wordes conteyned in the said Ambassadours letters directed to Mr John Allemayn, fynding excepcion in the Kinges amytie

amytie and frendship, as thoughe the same hathe ben either nothing or veary faynte and sklendre, I remyt to thEmperour and his Counsail, after sight of the same letters, to juge and considre; thynking veray strange, that the said Ambassadour wolde or durst so write unto M^r^ John Allemayn, being so wel acquainted with the Emperours secrettes and privites as he is, onles he had bifore this tyme perceyved semblable opynyon to be imprinted in som of their myndes on that side: whiche if it so be, there is as grete injurie don unto the Kinges Highnes, as ever was to noble and gracious Prince in this worlde, Who for thEmperours sake, and to do unto his Majeste all honour gratuite and pleasure possible, hathe don more then in tyme of mannes memorye can be founde, that ever one Prince hathe don for an other: the particularites whereof shal not nede to be rehersed, forasmoche as they be woll knowen by frendes and enemys throughe all Cristendome, and that suche rehersal shulde be in maner but an exprobacion, seing also that the Kinges ferme trust and confidence is, the Emperour, of his grete wisedome, and the vertuous and discrete men of his Counsail, have large experience, and do right wel knowe and considre the same, any synistre reaportes, fayned or contrived tales, devised by suche indiscrete and inexperte persons as the said De Praet is, notwithstanding. And surely, if it had not ben that the Kinges grace of his goodnes did benignely and lovingly accepte suche mynistres as thEmperour wolde depute to do his besynes here, withoute making exception at any of them, His Grace, long bifore this tyme, wolde have advertised thEmperour, that the said De Praet hathe alwais shewed him self a man of insufficient qualities, inexperte, and ferre unmete to suche a province as is commytted to him from so grete a Prince: neverthelas, for thEmperours honour and pleasure, the Kinge's Grace hathe lovingly tollerate his inhabilite, and studyed to supplie the same the best that myght be; as he, that wolde not to sone reprove that thing whiche by thEmperour and his Counsail was thought good and approved. But if thEmperour, knowing the untrue and most perilous demeanour of the said De Praet, who can not be taken here but for a suspect and indigne person, wol still contynue hym here as his Ambassadour, not oonly the Kinges Highnes and I shalbe in grete drede to cal him to any matiers of importance, but also of likelihode he shal, as ferre as in him may be, do grete dammage to the common affaires, causing the entier confidence that hitherto hathe ben, and, as I trust (his synistre reaportes notwithstanding) yet is bitwene the 2 Princes, rather to decreace and dymynishe then to be augmented; whiche sorte of mynystres is necessary to be removed, and other, mynding the furtherance of good amytie and intelligence, to be subrogate in their places: the orderyng whereof the Kinges Highnes remytteth to the grete wisedome of the said Emperour and his Counsail."

## —LXXIV.—

(Lords' and Commons' Journals, 1641.)

Upon reading the petition of Richard Alexander, merchant, of Aberdine, desiring, that himself, and others with him, may have license to go over with the posts, they being stayed by the stopping of the ports, it was ordered, that he and his company may have liberty to pass the ports. It was moved, that the islanders, inhabitants of Garnsey, that are in town, may have liberty to pass the ports home; which was ordered accordingly, provided they return their names hither. After this, divers petitions of merchants were presented to the House, and some read, complaining of the great loss and prejudice which redounds to them, by staying of their ships at the ports, desiring relief herein. Hereupon a message was sent to the House of Commons by Baron Henden and Justice Heath, to desire a free conference by a Committee of both Houses, presently, about the opening of the ports for trade. The Earl of Holland signified, that last night 1,000 mariners were gathered together because of the stopping of the ships, &c. &c. A message from the House of Commons, by Sir Roger North, who brought up a bill which had passed that House, intituled, "&c. &c." and likewise desired a present free conference, if it may stand with their Lordships conveniency, touching the affairs of both kingdoms. Lords' Journ. 17 Cha. 1, 1641, Tuesday, 11 May, pp. 244, 245.

Answer, That their Lordships will give a meeting in the Painted Chamber, presently, as is desired. The answer returned from the House of Commons is, that they will give a present meeting in the Painted Chamber, as is desired. The Earl of Essex, Earl of Dorsett, and Earl of Bristoll, were appointed to report the conference, which proceeded from the House of Commons. And at the conference which proceeded from this House, the Earl of Dorsett was to deliver the proposition touching the opening of the ports, and to let them know "That this House hath received divers petitions from merchants, who have their ships stayed, that they cannot go to sea, which is much loss and prejudice to them." Next, the Earl of Holland, &c., and the Earl of Dorsett reported, "That he had delivered what was commanded him at the conference; and that the House of Commons had the same apprehensions of the freeing of the ports and the opening of them, so both Houses consented to it. Further, he reported, their information doth still increase their fears concerning the danger of the kingdom; and the probabilities that some of his Majesty's dominions might be attempted from France, is the reason of the shutting of the ports, by which reason the letters that were to go into foreign parts this last week, could not pass. Therefore it is the desire of the House of Commons, that their Lordships would appoint a certain number of Lords to join with Mr. Secretary Vane, and that they may have power to send for all the

foreign letters which came this week, and those letters which are to be exported, and open them; and if they find anything concerning the safety of the kingdom, to make use thereof; and such letters which concern any man's private affairs, to be delivered to them." Hereupon, these Lords were appointed, and ordered by the House, to open and peruse the letters as aforesaid: viz. the Earl of Essex, (and seven others); and it was ordered, that Thomas Witheringes, Esq., Postmaster to his Majesty for foreign parts, shall bring, or cause to be brought, unto the Lords Committees especially appointed in particular, who are to meet at Whitehall, all such letters as shall be imported and exported into his hands, or to the hands of his several deputies, until the pleasure of this House be further known; whose Lordships, with Mr. Secretary Vane, who are to open the letters and peruse them, will give further directions in this particular. Ordered, that by the advice of both Houses, all the ports shall be forthwith opened. After this, the House was adjourned during pleasure; and the Lords went into the Painted Chamber, to let the Commons know the names of those Lords as this House hath appointed to open and peruse the letters with Sir Henry Vane; which being done, the House resumed.

Commons' Journal. 19 May 1641.

Mr. Pymme went to the Lords with a message to this effect: To move the Lords that the letters of this week, from all foreign parts, may be perused by the same Committee of the Lords and of this House, in the like manner as it was last week; and likewise to desire that there may be secrecy enjoined upon the Lords; and that, if there shall be any impediment, that the Committee cannot come to the clear perusal of the letters, they may report to The House where the impediment is, that The House may take further order therein. Mr. Pymme reports: They did yield to the opening of the letters; but said it would be very inconvenient if often used.

22 June 1641, p. 183.

Mr. Holles reports, from the Committee of Seven, the message to go to the Lords (who is ordered to go up with the same).

The House of Commons, finding every day new discoveries of secret counsels, and meetings of Jesuits and others, and of several plots and designs to disturb the peace of this kingdom, and of the kingdom of Scotland, and that this House is persuaded this is fomented by our enemies abroad, who have correspondency with those who are here amongst us, Jesuits, priests, and others, ill-affected persons; therefore desire your Lordships to take such course as your Lordships shall think fit, that all those suspected persons may be stayed and examined; and all letters of this week, inward and outward, may be seized upon, and brought unto your Lordships to be perused.

Lords' Journals, Tuesday, 22 June 1641, p. 282.

The House being resumed, a message was sent from the House of Commons, by Mr. Hollis, who said, "That he was commanded to let their Lordships know that the Commons have taken notice of some secret counsels of Jesuits, and other ill-affected persons in this kingdom, which are fomented by our enemies abroad to disturb the peace of this kingdom and Scotland. The desire of the House of Commons was, that all suspected persons may be stayed at the ports, and, if cause be, examined; and that the letters of this week, which come from France, may be stayed, and brought to this House, and be perused, as formerly hath been." Ordered, That this House doth grant all which the House of Commons hath desired, and will take order therein. Ordered, That all the letters which are imported or exported this week, shall be stayed and brought unto this House by Thomas Witheringes, the Postmaster.

Wednesday, 23 June 1641, p. 284.

After this, the postmasters brought into the House all the letters as were imported this week, and it is Ordered, That the Lords' Committees, formerly appointed to open letters, shall presently meet, and sort and open such letters as they think fit and conducing to any discovery, and present such letters to this House to be read. These Lords following are added to the former Committee for Opening Letters, videlicet, the Marquis of Hartforde and the other Peers; and such other Lords as please may be present.

Thursday, 24 June 1641, p. 287.

The House, taking into consideration the great inconvenience and prejudice which the merchants suffer by the staying of their letters, Ordered, That those letters which are this week to be exported, are to be delivered to Mr. Witheringes, the Postmaster, to be sent away, as usually they have been, without any further staying them; and a message was sent down to the House of Commons, by Justice Foster and Justice Heath, to acquaint that House with the same. Answer from the House of Commons, That they consent that the letters be sent away, as this House hath ordered.

Commons' Journals, 24 June 1641, p. 186.

A message was sent formerly, to desire the Lords that the letters of this week, both outward and inward, might be stayed, and by the Lords be opened (that were to be sent from hence): Ordered, That those letters be not opened.

24 June 1641, p. 186.

Sir John Hotham went up to the Lords with a message to this effect: That this House, for the better discovery of high treason, did desire that the letters of this week, outward and inward, might be stayed and opened, which was assented unto accordingly.

That

That this House is informed that the Earl of Leicester, a Member of their House, while the letters were in perusal, did withdraw a packet without consent of the Lords that were present; and therefore desire those letters (*read* Lords) that were then present, to inform their Lordships in what manner it was done, that this House might receive satisfaction.

A message from the Lords, by J. Foster and J. Heath:—The Lords take notice of the special prejudice that might accrue unto the merchants, if the letters of this week should be stayed this night, and therefore they held it fit that the post should be dismissed with these letters, unless this House take notice of some special cause whereupon they should be stopt.

Answer returned by the same messengers, that this House has taken into consideration their Lordships' message, and does think fit that the Post should * * * *

Likewise the Lord Keeper acquainted the House, "that the Lords of the Council, being informed of the packets of letters which came this week from Ireland, have sent out their order and staid them, and committed them into the hands of the gentleman usher until their Lordships' further directions herein." Hereupon a Committee of Lords were appointed to open and read such letters as conduce anything to the discovery of the affairs of Ireland, and to report the same to this House, and to return those which concern merchants' affairs, to the postmaster, to be delivered to the owners.

Lords' Journals, Monday, 1 Nov. 1641, p. 416.

Ordered, That the Lords' Committees for opening and reading of letters shall meet to-morrow morning at nine of the clock.

Page 418.

Information being given to this House, "that a packet of letters were brought from Ireland," it is ordered, That some of the Lords' Committees for this business do presently withdraw, and open and peruse such letters as they think may conduce to the discovery of anything which concerns the affairs of Ireland, and report the same to this House; the rest of the letters to be delivered to the owners.

4 Lords' Journ. 17 Cha. 1, 1641, Wednesday, 3 Nov. p. 421.

A message was brought from the House of Commons by Mr. Pym, to desire that the letters which come this week from France and Antwerp, may be stayed, and be opened and perused by the Lords' Committees in the presence of some Members of the House of Commons, they having ground and intelligence that those letters will discover some root of the rebellion of Ireland. Hereupon it is ordered, That Thomas Witheringes, esq., Postmaster for foreign parts, or his deputies, shall bring the packets of letters that came this week from France and Antwerpe, unto the Lords' Committees appointed by this House to open letters.

Tuesday, 9 Nov. p. 430.

Ordered, That the Lords Committees for opening letters do meet this night and to-morrow morning, and that the Earl of Stamford and the Lord Newneham be added to the said Committee.

That a message be sent to the Lords, to desire their Lordships to make stay of the letters from France and Antwerp, and to peruse them in the presence of some Committees of this House.

Commons' Journals. 9 Nov. 1641, p. 309.

Mr. Pimme acquaints the House, that he had delivered the commands of this House concerning the letters from France, &c.; that the Lords had made stay of them, and that they should be presently opened in the presence of the Committees of both Houses for Irish affairs.

9 Nov. 1641, p. 309.

Ordered, That the Committee of this House shall, when this conference shall be ended, peruse the letters from Antwerp, with the Committee of the Lords.

10 Nov. 1641, p. 311.

The Lord Keeper signified to the House, "that the Venetian ambassador made a complaint to the Lords of the Council, that the despatches which were sent to him this week, were opened, and the seal of the state of Venice broken open by the Parliament, whereby he accounts himself much grieved with it, and for this he hath retired himself from the public affairs, as an ambassador between this kingdom and that state, until he receives further command from his masters."

4 Lords' Journ. 17 Cha. 1, 1641, Friday, 12 November, p. 435.

Then was read a paper, being a translation out of Italian, delivered from the Venetian ambassador.

The contents was this, videlicet: "Most noble Lords, the correspondency betwixt princes there hath always been the most immediate ways of a true interest of maintaining of estates, and of continuance of commerce to the benefit and increase of the commonwealth. To cultivate this, the most great king hath always used the most industry; and to facilitate it, they have introduced the expedition of ambassadors to confirm it betwixt the one and the other kingdom. In this there hath been all respect rendered to all princes even in all times, not only having made the large prerogatives and liberties, and the very same (as I may say) the very princes and patrons possessing the same dominions amongst the remarkable and equally necessary; and that by which we may receive letters, and send

from the proper prince, and whatsoever person, without any interruption, which is the most principal part of an ambassador; which practice, most noble sirs, is not the laws of our nation alone, but universal, and hath been maintained and inviolated of the king and the public, and of all Christian governments, no less than amongst the most barbarous. I nevertheless cannot say but that I have enjoyed in this great court that just respect, until the last letters were opened which came from France to me directed, although they were restored by my Lord Feilding and Sir Henry Vane, upon whose honour they secured me that it was a simple error, and not willingly committed, which I believed; yet could not persuade myself that the Government of England, so noble and generous, should have so inferior a mind as to open the letters of an ambassador, and by this means to violate the laws, and to give an example to the world so damnable, and of so little respect towards the minister of the Serenissima Respublica, which, after so many ages, hath given a sincere testimony of affection and esteem to this Crown. So now new experience, with my mortification, hath given testimony of the contrary, being yesterday all the letters were opened coming from Venice, Antwerpe, and other countries, and the very letters writ unto me from the Serenissima Respublica, the regal seal being broken, and the commission sent from my Lords being published, and many of my own letters being taken. The success of this cannot be approved of by any. I have judged it not inconvenient to give notice unto your Excellencies, by which you may reflect of the greatness of their knowledge, as much as concerns them, taking that resolution which they judge most necessary to the sustaining of the honour of this nation, of the public faith, under the protection of whom the ambassadors live and make themselves known to all princes, that in England they do not pretend to introduce new laws, but they maintain constant profession of the ancient, rendering the respects which they ought to the Ministers of the Serenissima Respublica."

This House thought it fit, and agreed, that satisfaction for this shall be given to the State of Venice, and to the ambassador for the present. The House appointed the Earl of Bristoll, Earl of Holland, Lord Viscount Say and Seale, the Lord Digby, and the Lord Newnham, to draw up presently what was fit to be given by way of answer to the Venetian ambassador; and their Lordships presented a draught unto the House, which was read in *hæc verbâ*, videlicet,

"That four Members of the House of Peers be forthwith sent to the ambassador to disavow the action, and to endeavour to give him all satisfaction, by declaring how sensible they are of it, as tending to the breach of public faith, and the law of nations; and to show further, how desirous they are to continue the ancient correspondency betwixt the King and that State, the House of Peers are resolved to be humble suitors to his Majesty, to hasten the departure of his ambassador, to make known to that State the same sense, with such other expressions as may best declare the tender respect they have to the honour of that State, and the noble usage their ministers may expect and shall find in their residence here, from the King and Parliament."

This being approved of by the House, the Lord Privy Seal, the Lord Great Chamberlain, and the Lord Marquis Hertford, and the Lord Newnham, were appointed by the House to deliver the aforesaid paper to the Venetian ambassador.

The Lord Newneham reported "that himself and the rest of the Lords appointed by this House repaired to the Venetian ambassador, and delivered unto him the paper, translated into Italian, touching the excuse for opening of his letters, and after he had read it, he presented to this House great thanks for sending such persons, of such great place in this state, to him, and promised he would present the same to the State of Venice, with as much respect as he could; but desired that the King's ambassador may be sent away, as speedily as may be, to Venice, in the nature of a special ambassador, to make excuse for this particular business, before he treat of any public affairs. And, for prevention of any accident for the future, he desires to have an order to the Postmaster, that his letters may be speedily sent him."

Hereupon this House thought fit, that the first desire, touching the sending of an ambassador to Venice, should be left to his Majesty's pleasure; and for the other particular, it is ordered, that all such packets and letters as are or shall be directed to the Venetian ambassador, shall be forthwith delivered up to the said ambassador's own hands.

Directed "To Tho. Witherings, Esq., Postmaster to his Majesty for the foreign letters."

Tuesday, 16 Nov. p. 441. It was moved, "That lest the merchants of Venice may suffer for the opening of the Venetian ambassador's letters here, that a Committee might be appointed to consider of some despatch to be sent to the King's agent at Venice, to let him know what satisfaction this House hath given to the ambassador here, that so he may be the better instructed how to apply himself to the State there, to give them satisfaction." Which motion was liked well of, and the same Lords that were appointed for this business first, were directed to meet, and the Lord Newneham, being absent, was sent for.

4 Lords' Journ. Thursday, 18 Nov. 1641, p. 446. "The Earl of Holland reported that the Venetian ambassador had been with him, and desired that the ill expressions in his paper may be excused; for he professes he meant nothing in derogation of any Member of this House, but spoke it as what reputation other States had of such an action; and that he further signified, that he had written a fair letter to the State of Venice concerning the opening of his letters, which he hopes will satisfy them."

## —LXXV.—

(Mr. *Lechmere.*)

LETTER from the Venetian Ambassador to King Charles I., complaining of the detention of his Letters, dated London $\frac{13}{23}$ November 1641. State Paper Office, Venice.

Sire,

LA bonne affection que vrẽ Majeste à tousiours conservè pour la Ser^me^ Republique, m'asseure qu'ycelle serà toucheé au recit des accidens qu'y me sont arrivés au tres grand prejudice de ma function, et de la grandeur de mon Prince. Mais je me sens obligè d'en fayre une briefve et veritable relation à sa Majestè, pour tous les respects que je porte à ycelle et le devoir de ma charge.

Mercredi X^me^, du present, furent ouvertes les lettres quy m'estoint envoyées de France, et, ce quy est plus considerable, le jour àpres l'on se saisit de toutte celle quy m'estoint escritte de Venise, d'Anvers, et d'aillieurs; le pli de mon Prince fust deschiré, son Seau rompú, touttes les lettres leues, des quels aucunes me furent rendues touttes ouvertes, et aultres bruslees par le mesmes.

Sire, cette action quy offense directement le droit de ma charge et la foy publique, m'oblige d'en escrire a Vrẽ Majesté, et d'attendere tels ordres que sa bontè et equitè jugeront plus convenables à l'estime quelle à tousiours faict de mon Prince et de ses Ministres; priant Dieu la vouloir conserver, comme estant de

Vrẽ Maiestè

le tres humble et tres obeisant Serviteur,

En Londres ce $\frac{13}{23}$ Nov^re^ 1641. *L' Amb^r^ de Venize.*

## —LXXVI.—

(Commons' Journals, 1643 and 1659–60.)

Ordered, That the foreign postmaster be required to make a stop of all letters going beyond sea, till the House take further order. Common's Journals, 29 July 1643, vol. 3, p. 186.

Ordered, That the officers and soldiers of all the courts of guard do not open any letters, but that they bring such as they shall have any suspicion of, to the Committee for examination, or militia of London. 24 Oct. 1643, p. 287.

Mr. Corbett is to prepare and bring in an order to this purpose.

Ordered, That General George Monck be desired to take care, that the post have free passage for this night, and that Sir John Temple do acquaint the General with this order. 7 Com. Journ. p. 847. 21 Feb. 1659–60.

## —LXXVII.—

(Commons' Journals, 1678.)

The House being acquainted that, upon the examination of Mr. Coleman's clerk, there was an information that a book, containing several letters of Mr. Coleman's, was seized with his writings; and that there were several letters of Mr. Coleman's received since the first discovery of * * * * by himself, or his agents: 9 Commons' Journ. p. 531, 1 Nov. 1678. 30 Cha. 2. Popish Plot.

Ordered, That it be referred to the Committee appointed to examine Mr. Coleman's papers, to make a further examination touching the book of letters mentioned to be taken away when Mr. Coleman's letters were seized, and that there be a further examination made by the said Committee touching the letters sent to Mr. Coleman by the post; and that the Master of the Post-office, and other the clerks and officers relating thereto, do attend the said Committee, and give an account concerning the same.

## —LXXVIII.—

ACT 9 ANNE, c. 10.

[Title.] "An Act for establishing a General Post Office for all Her Majesty's Dominions, and for settling a weekly sum out of the Revenues thereof, for the Service of the War, and other Her Majesty's Dominions." 9 Anne, c. 10.

[Preamble.] Recites Acts 12 Car. 2, and 5 Will. 3; states the expediency of uniting the Post-offices for Scotland and England; that additional posts have been established by packet-boats to the Colonies and divers parts of Europe, and other posts may yet be settled;

that the rates of postage may be increased, and new rates granted, which may enable Her Majesty to carry on and finish the then present war, &c.

There are Sections—

[Repealing recited Acts, except as thereinafter mentioned; one General Letter Office and Post Office shall be erected in London, and one Postmaster General, who shall be at liberty to keep one Chief Letter Office in the city of Edinburgh, and one other Chief Letter Office in the city of Dublin; and other Chief Letter Offices in the several Colonies, &c., and to appoint Deputies under him. The carriage of letters by other than the servants or agents of the Postmaster General is subjected to further restrictions. Various regulations are made for collecting and sending letters.

*Postage Rates.*

For every single piece of paper, to be deemed a single letter, sent from the General Post Office:

| | *s.* | *d.* |
|---|---|---|
| To a place in England, and distance not exceeding 80 miles | 0 | 3 |
| Ditto exceeding 80 miles | 0 | 4 |
| To Edinburgh or Dublin | 0 | 6 |

Multiple letters, in proportion; or if charged by weight, at the rate of four single letter rates for every ounce.

The Penny-post, extending to 10 miles from the General Post-office, is recognized. New rates are established for Ship letters and Foreign letters.

Surveys are to be made of the distances on the roads. The Postmaster General, and no other, is to provide horses to persons riding post, who are to be provided with two horses, one to carry the guide, and not more than 80 lb. of luggage, at the rate of 3*d.* per mile, with 4*d.* per stage to the guide.]

The following are the terms of the 40th section: "And whereas abuses may be committed by wilfully opening, embezzling, detaining and delaying of Letters or Packets, to the great discouragement of trade, commerce, and correspondence; for prevention thereof, Be it enacted by the authority aforesaid, that from and after the 1st day of June 1711, no person or persons shall presume wittingly, willingly, or knowingly, to open, detain or delay, or cause, procure, permit or suffer to be opened, detained or delayed, any letter or letters, packet or packets, after the same is or shall be delivered into the General or other Post-office, or into the hands of any person or persons employed for the receiving or carrying post letters, and before delivery to the persons to whom they are directed, or for their use, *except by an express warrant in writing, under the hand of one of the Principal Secretaries of State, for every such opening, detaining, or delaying*; or except in such cases when the party or parties to whom such letter or letters, packet or packets, shall be directed, or who is or are hereby chargeable with the payment of the port or ports thereof, shall refuse or neglect to pay the same; and except such letters or packets as shall be returned for want of true directions, and when the party to whom the same is or are directed, cannot be found; and that every person or persons offending in manner aforesaid, or who shall imbezil any such letter or letters, packet or packets, shall for every such offence forfeit the sum of 20*l.*; the said penalties, for any such offence committed in England, Wales, or Berwick-upon-Tweed, to be recovered by action, bill, plaint, or information in any of Her Majesty's Courts of Record at Westminster; and for any such offence committed in that part of Great Britain called Scotland, to be recovered in the Court of Sessions, or Exchequer there; such penalties respectively to be recovered by such person or persons as will inform or sue for the same, together with full costs of suit; and over and above such penalty as aforesaid, every such person or persons so offending as aforesaid, shall be for ever incapable of having, using, exercising, or enjoying any office, trust, or employment in or relating to the Post-office, or any branch thereof.

Penalty.

[*Note.*—Though the Act applies to all Her Majesty's dominions, yet there is no provision for inflicting penalties on persons offending in the premises, except in Great Britain.]

Section 41 enacts, that no person or persons shall, after the 1st of June 1711, be capable of having, using, or exercising the office or offices of Postmaster-general, or any part thereof, or any other employment relating to the Post-office, or any branch thereof, or be any way concerned in receiving, sorting, or delivering of letters or packets, unless such person or persons shall first have taken the following oath before some one justice, &c.

The oath. "I, *A. B.*, do swear, That I will not wittingly, willingly, or knowingly open detain, or delay, or cause, procure, permit or suffer to be opened, detained or delayed, any letter or letters, packet or packets, which shall come into my hands power or custody, by reason of my employment in or relating to the Post-office; except by the consent of the person or persons to whom the same is or shall be directed, or by an express warrant in writing, under the hand of one of the Principal Secretaries of State for that purpose; or except in such cases where the party or parties to whom such letter or letters, packet or packets shall be directed, or who is or are hereby chargeable with the payment of the post or posts thereof, shall refuse or neglect to pay the same; and except such letters or packets as shall be returned for want of true directions, or when the party or parties to whom the same is or shall be directed cannot be found; and that I will not any way embezzle any such letter or letters, packet or packets as aforesaid."

## —LXXIX.—

BILL to inflict PAINS and PENALTIES on *Francis* Lord Bishop of *Rochester* (Atterbury). Lords' Journals, 9 Geo. 1, vol. 22, p. 183. Monday, 6 May 1723.

Then the counsel for the Bill offered in evidence the copy of a letter, directed to "Mr. Dumville, an attorney," enclosed in a letter directed to "Mr. Thomas Wilmore, at Mr. Stokoris, a bookseller, at Charing-cross, April 27," with the enclosed, being a copy of O's letter to L., dated "April 27."

And the bishop and his counsel objecting to the reading of the said letters, part of them being written in cypher, and the decyphering interlined, they were directed to withdraw; and being withdrawn, a motion was made, "That the letters written in cypher, and sworn by two decypherers to be truly decyphered, may be read;" and a question being stated thereupon, these words were proposed to be added, videlicet, "without giving the prisoner an opportunity to make proof, of his part, how they ought to be decyphered." The question was put whether those words shall be made "part of the question." It was resolved in the negative. "Then the question was put, Whether the letters written in cypher, and sworn by two decypherers to be truly decyphered, shall be now read;"

It was resolved in the affirmative; and the bishop and counsel were called in again, and acquainted with the said resolution.

Then Peter Thouvois was examined upon oath to prove the said letters to be true copies from the originals, *which were stopped at the Post-office, and copied, and sent forward as directed.*

And Edward Willes, clerk, was sworn and examined, to prove the said letters truly decyphered; and admitting upon his examination, "that he did use a key in decyphering the said letters," and the Bishop of Rochester insisting "that the said Mr. Willes should produce the same;" and the said Mr. Willes submitting it to the House, whether he should be obliged to do so, the counsel and bishop were ordered to withdraw; and being withdrawn, a motion was made, and the question was put, "That Edward Willes be obliged to produce his key of the cypher." It was ordered in the negative. Dissentient, 32 peers.

Then the counsel and bishop were called in, and acquainted with the said resolution, and the letters were read.

Then a cypher in the handwriting of John Plunket was offered, and Charles Van Reidigg was examined upon oath, to prove it to be the said John Plunket's hand; and Robert Clarke was examined upon oath, to prove the copy of a letter directed to Digby, dated the 21st of May 1722, under cover to Mr. Waters, banker at Paris, subscribed J. Rogers, to be a true copy of the original, which was stopped at the Post-office, copied, and sent forward as directed. Tuesday, 6 May 1723. p. 185.

And Peter Thouvois was examined, to prove the copy of a letter directed to Digby, dated 31 May 1722, under cover to Mr. Arthur, banker at Paris, subscribed J. Rogers, to be a true copy of the original, which was stopped at the Post-office, copied, and sent forward as directed.

Then the said cypher and letters were read.

John Lefebre was examined upon oath, to prove the copy of a letter directed to Digby, dated February 4, 1722, under cover to Mr. Waters, at Paris, subscribed T. Rogers, to be a true copy of the original, which was stopped at the Post-office, copied, and sent forward as directed.

John Hutchins was examined upon oath, to prove the hand-writing of George Kelly, as to a letter offered in evidence.

And John Malom was likewise examined upon oath, to prove George Kelly's hand, as to another letter. Page 186.

Peter Thouvois was examined, touching the copies of three letters stopped at the Post-office, the first directed to Chivers, dated April 20, 1722, subscribed "T. Jones;" the second to Musgrave, dated April 20, 1722, under cover to "Mr. Gordon the Son, Banker at Boulogne," subscribed "T. Illington;" the third to Mr. Jackson, under the cover of "Mr. Gordon, le Fils, Banquier à Boulogne-sur-mer," dated April 20, 1722, and subscribed "R," which was copied and sent forward as directed; and attested the same were true copies, except such words as were wrote, and the figures.

And being asked, "if he had order to stop and give those particular letters, or a general order to open all letters in such a hand"—And the clauses concerning opening of letters in the Act 9° Annæ Reginæ, intituled "An Act for establishing a General Post-office for all her Majesty's Dominions," being read:

The Bishop asked the said Mr. Thouvois, "if he had any express warrant, under the hand of one of the Principal Secretaries of State, for opening the said letters."

And the Bishop insisting on an answer to his said question, the Counsel and Bishop were ordered to withdraw, and being withdrawn, after debate, this question was stated:

"That it is the opinion of this House that it is inconsistent with the public safety, as well as unnecessary for the prisoner's defence, to suffer any further inquiry to be made, upon this occasion, into the warrants which have been granted by the Secretaries of State for the stopping and opening of letters, which should come and go by the Post, or into the methods that have been taken by the proper officers at the Post-office, in obedience to such warrants."

And it being moved to leave out the words, "as well as unnecessary for the prisoner's defence," after debate the question was put, "Whether these words shall stand part of

the Question;" it was resolved in the affirmative. Then the question was put, "that it is (ut supra)." It was resolved in the affirmative.

Dissentient.—1. We humbly apprehend that, in all criminal prosecutions, the cross-examining of witnesses is necessary for the defence of the prisoners, and for the satisfaction of those who are to judge of the facts alleged against him, in order to the discovery of truth and detecting any fraudulent evidence which should be offered; and the Resolution above recited, does, in our opinions, debar the Bishop of Rochester, and every other person concerned, from asking any questions of the clerks of the Post-office who are brought as witnesses to the bar, relating to the stopping and opening of Post letters, though letters pretended to be stopped and opened at the Post-office are read as evidence against the prisoner; and we conceive that the preventing any further inquiry on these heads must lay this House under great difficulties, when they come to form a judgment on those letters, the validity of which will, in a great measure, depend on the proof given of their having been truly stopped and opened, as asserted.

2dly. We apprehend it to be impossible for this House to determine that the inquiry which is desired, is unnecesary to the defence of the prisoner, till he shall come to make the application; and we conceive he should have the liberty of asking what questions he or his counsel think proper, of the clerks of the Post-office, relating to the stopping and opening of letters, without acquainting The House what use he intends to make of their answers; and this appears to us to be highly reasonable, essential to justice, and warranted by the methods which this House have hitherto allowed the counsel for the support of the Bill to proceed in; who have, during the whole course of this examination, reserved the application of the evidence they have offered, till they should judge convenient to make it.

Signed by 29 Peers.

The Counsel were called in, and the Bishop was brought to the bar, and acquainted with the said resolution.

Robert Clarke was examined, to prove the copy of the said letter, dated 20 April 1722, subscribed "T. Illington," to be a true copy, and the original forwarded.

And Edward Willes, clerk, was examined upon oath, to prove the true decyphering of those letters, dated the 20th of April 1722, subscribed "T. Jones, T. Illington, and R."

And being asked by the Bishop, "whether it is possible to declare certainly that any number stands for a name beginning with any particular letter, unless the immediate preceding and immediate subsequent number appears to denote a man, or words beginning with the same letter." And expressing an unwillingness to answer thereto, declaring, "That it would tend to the discovery of his art, and instruct ill-designing men to contrive more difficult cyphers:"

The Counsel and Bishop were ordered to withdraw, and being withdrawn, after some debate, the question was put,

"Whether the said question, asked of Mr. Willes by the Bishop, should be again put to him."

It was resolved in the negative.

The Counsel was called in, and the Bishop was brought to the bar, and acquainted with the said resolution, and the Bishop persisting to put several questions to Mr. Willes, relating to the method and maxim of decyphering, the Counsel were ordered to withdraw, and the Bishop to be taken from the bar; which being done accordingly, it was proposed that the House should come to this resolution:

"That it is the opinion of this House, that it is not consistent with the public safety, to ask the decypherers any questions which may tend to discover the art or mystery of decyphering."

And a question being thereupon put, it was resolved in the affirmative.

[*Further letters were proved by the clerks of the Post-office to have been stopped at the Post-office, copied, and sent forward as directed.*]

## —LXXX.—

(Howell's State Trials, Vol. 16, pp. 544, 545.)

### EXTRACT from the Speech of Mr. *Wynne*, Counsel for Bishop *Atterbury*.

"A THIRD way of proving these letters to be the bishop's, is from the handwriting which is supposed to be Kelly's; and he is supposed to have been his lordship's secretary in these matters; both which suppositions are destitute of any proper or satisfactory proof.

"The first is attempted to be supported by the testimony of the clerks of the Post-office. But before I speak to the testimony which they have given, I must beg leave to offer one word as to their manner of obtaining it; and shall endeavour not to transgress your Lordships' late resolution: and when I mention any words of that Act of Parliament, it is only to show the cautious measures the Legislature took even in imparting this power to them, and

and the just apprehensions they had of the abuses and ill consequences that might attend it. My Lords, I am so far from endeavouring to bring them in danger of a penalty, as the counsel were pleased to object, that I am willing to suppose those clerks had proper warrants at that time, and for that particular opening and detaining. But that is all which the Act gives; and the words of it are fully satisfied by such a construction, without going further, and extending the words of the Act to that which was not in the least within the intention or purview of it. It don't appear to me, my Lords, I confess, how they are empowered to take copies (for all such Acts which are in restraint of trade and commerce, are to be strictly and literally construed). But I am utterly at a loss to know from what words of the Act it can be inferred, that such copies shall be received as evidence in courts of judicature; and not only against the writer himself, but against other persons too, &c.

"My Lords, can the party ever have an opportunity to disprove it, if falsely copied, when the original is sent forward? &c."

## — LXXXI. —

(Commons' Journals, 1 April 1723, Vol. 20, pp. 182. 184.)

### BILL of PAINS and PENALTIES against *Plunket*.

Prayers.

THE Order of the Day being read for the second reading of the Bill, for inflicting certain pains and penalties upon John Plunket;

Ordered, That the Speaker's Chamber and Lobby be cleared of all persons except the counsel, solicitors, and witnesses; and that the back-doors be locked up, and the keys brought up to the table.

And the Serjeant-at-Arms gave an account, That the Speaker's Chambers, and Lobby were cleared; and he brought the keys up to the table, where they were locked up by the clerk:

And the counsel were called in:

And the Bill was read a second time:

And the counsel for the Bill produced extracts of several original letters from abroad, giving intelligence of the conspiracy mentioned in his Majesty's speech:

And the translations of the said extracts were read.

A copy of a letter, stopped at the Post-office, being produced by the Counsel for the Bill, and part of it being in cypher, the decypherers were examined: and the officer of the Post-office, who copied the said letter from the original, which was sent forward, was also examined:

And then the counsel were directed to withdraw.

A motion being made, That the copy of a letter stopped at the Post-office, and copied by one of the officers belonging to the said office, the original letter being sent as directed, be admitted to be read as evidence:

An Amendment was proposed to be made thereto, by adding, at the end thereof, these words, "of the conspiracy in general:"

And the question being put, that those words be added at the end of the question;

It passed in the negative.

Then the main question being put;

Resolved, That the copy of a letter stopped at the Post-office, and copied by one of the officers belonging to the said office; the original letter being sent as directed; be admitted to be read as evidence.

Then the counsel were called in:

And the said copy was read:

And the counsel proceeded to examine several persons, in relation to other letters stopped in like manner; and also to several original papers and letters, in the handwriting of John Plunket: and Matthew Plunket, Serjeant of Invalids, was examined as to discourse between him and John Plunket, in relation to the conspiracy:

And then the counsel produced a letter, said to be writ by the Pretender to John Plunket, when he was at Rome:

And some witnesses were examined in relation to the said letter:

And the said letter was read:

And the counsel summed up the evidence.

And then the counsel withdrew.

And Mr. Speaker opened the Bill.

Resolved, That the Bill be committed to a Committee of the whole House.

Resolved, That this House will, to-morrow morning, resolve itself into a Committee of the whole House, upon the said Bill.

### INTERCEPTED PAPERS respecting the CONSPIRACY.

MR. Chancellor of the Exchequer acquainted the House, that several papers, relating to the matter upon which the House is to proceed this day, having come to the hands of the Lord Carteret, one of his Majesty's Principal Secretaries of State, his Majesty had directed that they should be laid before this House: and he delivered them to Mr. Speaker; viz.

A letter, dated London, the 20th March 1723, directed, "À Monsieur Monsieur Gordon,

banquier, à Bologne;" with draughts of two affidavits enclosed, prepared here, to be sworn by Mr. Gordon at Bologne, and Mr. Birmingham at Paris:

Depositions of Anthony Sanderson and Roger Garth, the 30th of March 1723, relating to the intercepting the aforesaid letter; taken before the Lord Carteret:

And the same were read at the table; and ordered to be delivered to Mr. Attorney-general.

Ordered, That the said papers be printed: and that Mr. Speaker do direct the printing thereof: and that no other person do presume to print the same but such as he shall appoint.

## — LXXXII. —

(Commons' Journals, 1 April 1723, Vol. 20, p. 184.)

BILL of PAINS and PENALTIES against *Kelly*.

THE Order of the Day being read, for the second reading of the Bill, for inflicting certain pains and penalties upon George Kelly, *alias* Johnson;

Ordered, That the Speaker's Chambers and Lobby be cleared of all persons, except the prisoner, the officers of the Tower, the counsel, solicitors, and witnesses.

And the Serjeant-at-Arms acquainted the House, that the Speaker's Chambers and Lobby were cleared accordingly.

Ordered, That the Serjeant-at-Arms do stand with the mace at the Bar, whilst the prisoner is there.

Ordered, That the Bill for inflicting certain pains and penalties on George Kelly, *alias* Johnson, be read to the prisoner and the counsel, whilst they are at the Bar.

Then the Deputy-governor of the Tower, attended by several of the wardens, brought the prisoner to the door of the House: where the Serjeant-at-Arms received the prisoner, and brought him in to the Bar: and the Serjeant, or his deputy, stood on the prisoner's right hand, with the mace in his hand, resting it on the floor all the while.

Then the counsel for and against the Bill were called in:

And the Bill was read, in the presence of the prisoner and counsel

And the counsel for the Bill opened the evidence; and produced a scheme, taken amongst Mr. Layer's papers, which was read; and afterwards produced a copy of a letter, written in cyphers, stopped at the Post-office:

And the counsel against the Bill objecting to the reading the said letter as evidence;

The counsel on both sides were heard thereto.

And then the prisoner and counsel withdrew.

And the question being put, That the copy of a letter, written in cyphers, and stopped at the Post-office, and copied by the officers of the said office, the original letter being sent as directed, and the said copy being decyphered, and testified by the decypherers to be truly decyphered, be admitted to be read as evidence;

The House divided: the Yeas go forth.

Tellers for the Yeas, Mr. White, Mr. Conduit; 275.

Tellers for the Noes, Mr. Phelipps, Mr. Affleck; 122.

So it was resolved in the affirmative.

And the prisoner and counsel were called in; and Mr. Speaker acquainted them with the said resolution:

And the said copy was read.

A paper of John Plunket's handwriting, taken in his lodging, being offered as evidence by the counsel for the Bill, and it being objected to by the counsel against the Bill;

The counsel on both sides were heard thereto.

And then the prisoner and counsel withdrew.

Resolved, That a paper in John Plunket's handwriting, taken by one of his Majesty's messengers, when the said Plunket's lodgings were searched and his papers seized, be brought up to the table.

And the prisoner, and the counsel, were called in; and Mr. Speaker acquainted them with the said Resolution:

And the said paper was brought up.

The copy of a letter, dated London, 31 May, 1722, signed J. Rogers, stopped at the Post-house, being offered to be read by the counsel for the Bill;

And the same being objected to by the counsel against the Bill, as not being examined with the original letter by the clerk, who copied the said letter;

The counsel on both sides were heard thereto.

And then the prisoner and counsel withdrew.

A motion being made, That the copy of a letter, dated London, May 31, 1722, signed J. Rogers, stopped at the Post-office, and copied by one of the officers belonging to the said office, the original letter being sent as directed, be admitted to be read as evidence, the same not being proved to be examined with the original letter;

An amendment was proposed to be made to the question, by leaving out these words, "the same not being proved to be examined with the original letter."

And the question being put, that those words stand part of the question;

The House divided: the Yeas go forth.

Tellers for the Yeas, Mr. Freman, Mr. Verney; 100.

Tellers for the Noes, Mr. Cockburn, Mr. Sandys; 261.

So it passed in the negative.

Then

Then the main question being put, that the copy of a letter, dated London May 31, 1722, signed J. Rogers, stopped at the Post-office, and copied by one of the officers belonging to the said office, the original letter being sen as directed, be admitted to be read as evidence;

The House divided; the Yeas go forth.

Tellers for the Yeas, Lord Stanhope, Mr. Pelham; 231.

Tellers for the Noes, Sir John Bland, Mr. Harvey; 112.

So it was resolved in the affirmative.

And then the prisoner and counsel wer called in, and Mr. Speaker acquainted them with the said Resolution:

And the said letter was read:

And also another letter, dated June 21, 1722.

An examination of Philip Neynoe (who, in endeavouring to make his escape out of the custody of a messenger, was drowned) was offered by the counsel for the Bill, to be read:

And the same being objected to by the counsel against the Bill;

The counsel, on both sides, were heard thereto.

And then the prisoner and counsel withdrew.

Resolved, That the examination of Philip Neynoe, deceased, taken before a Committee of the Lords of the Council, the 27th of September 1722, be admitted to be read as evidence.

And the prisoner and the Counsel were called in:

And Mr. Speaker acquainted them with the said Resolution:

And the said examination was read:

And several other copies of letters, stopped at the Post-office, some intercepted going to foreign parts, and others intercepted coming from foreign parts, were read:

And a printed declaration of the Pretender's, intercepted coming from France, was read:

And an original letter, intercepted coming from France, was also read.

And then the prisoner and counsel were directed to withdraw.

Resolved, That this House will proceed, to-morrow morning at 10 of the clock, in the further hearing of Counsel for and against the Bill, for inflicting certain pains and penalties upon George Kelly, *alias* Johnson.

Ordered, That George Kelly, *alias* Johnson, be remanded to the Tower of London.

Ordered, That the said George Kelly, *alias* Johnson, be brought to this House to-morrow morning at 10 of the clock; and that Mr. Speaker do issue his warrant accordingly.

Ordered, That the several persons who were ordered to attend this House this day, do attend this House to-morrow morning.

Ordered, That the Bill for inflicting certain pains and penalties upon George Kelly, *alias* Johnson, be read a second time to-morrow morning.

## — LXXXIII. —

(Hansard's Debates, Vol. 9, p. 842; and Commons' Journals, Vol. 22, 26 February 1734–5; 16 & 25 April 1735.)

PROCEEDINGS in the COMMONS relating to the Privilege of Franking Letters, and to certain Abuses in the Post-office, 1734–5.

26 February 1734–5.

THE copy of his Majesty's warrant, whereby letters are permitted to pass free from the duty payable upon post letters, having been read, complaints were made by several members that their letters were not only charged at the Post-office, but that they were often broke open and perused by the clerks: that this practice of breaking open letters was become frequent, and was so publicly known, that the very end for which that liberty was given to the Postmaster, was entirely disappointed; for the intention being at first to discover any treasonable correspondence that might be carried on against the Government, that intention was rendered altogether vain, because by the practice of opening letters being so frequent and so well known, it was certain that no man would carry on any treasonable correspondence by means of the Post-office; so that the liberty given to break open letters at the Post-office could now serve no purpose but to enable the idle clerks about that office to pry into the private affairs of every merchant and of every gentleman in the kingdom. At last it was insisted that the warrant then laid before The House was not the last warrant granted by his Majesty, nor the warrant by which the Postmasters then acted, and therefore it was moved that a Committee be appointed to inquire into that affair. This motion was in some measure opposed by Sir Robert Walpole and Mr. Henry Pelham; but at last, they agreeing to the motion, provided that a Committee did not inquire into anything that might tend to the discovering the secrets of the Government, an [open] Committee, [to which all that came were to have voices,] was appointed accordingly.

For Report of the Committee, *see* Commons' Journals, 16 April 1735; Vol. 22, p. 462.

25th April 1735 (Commons' Journals, Vol. 22, p. 476), The House Resolved, "That it is an high infringement of the privilege of the knights, citizens, and burgesses, chosen to represent the Commons of Great Britain in Parliament, for any Postmaster, his deputies or agents, in Great Britain or Ireland, to open or look into, by any means whatsoever, any letter directed to, or signed by the proper hand of, any Member, without an express warrant in writing, under the hand of one of the Principal Secretaries of State, for every

such opening and looking into; or to detain or delay any letter directed to, or signed with the name of, any Member, unless there shall be just reason to suspect some counterfeit of it, without an express warrant of a Principal Secretary of State, as aforesaid, for every such detaining or delaying."

## — LXXXIV. —

(Commons' Journals, 30 June 1742, Vol. 24, p. 298.)

EXTRACT from a further Report of the Committee of Secrecy appointed, 23 March 1742, to inquire into the Conduct of *Robert*, Earl of *Orford*, during the last Ten Years of his being First Commissioner of the Treasury, and Chancellor and Under Treasurer of His Majesty's Exchequer.

"IT farther appears to your Committee that, besides the sum of 1,453,400 *l.* 6 *s.* 3 *d.* already mentioned, there has been paid, in the 10 years preceding the 10th of February last, the sum of 45,675 *l.*, without account, to the Society of the Post-office for the time being, as by an account hereunto annexed (No. 15), by virtue of a warrant from the Treasury; and this for a service formerly inconsiderable. Your Committee find, by papers laid before them, that the first payment of this kind was in the year 1718, and amounted to 446 *l.* 2 *s.*, and the succeeding payments for some years were about 750 *l.* per annum; from whence it has gradually increased to 4,700 *l.*, the present annual allowance: and the present secretary, John David Barbutt, Esq., being examined as to this allowance, said 'That the greatest part of this money is for defraying the expense of a private office for the inspecting foreign correspondence; that he cannot say as to the first establishment of this office, having been but three years and a half in the Post-office; but he apprehends there was always an office of this kind, and that it was defrayed formerly by the Secretaries of State.' The establishments in this office seemed so extraordinary to your Committee, that they have added the particulars as contained in the examination of Mr. Barbutt, hereunto annexed (No. 16.)

"No. 16.—John David Barbutt, Esq., Secretary to the Post-office, being examined in the most solemn manner this 18th day of May 1742, and being asked as to the disposition of the money, paid into his hands without account by a warrant from the Crown, said, 'That there is in the Post-office a private office for the inspecting foreign correspondence, and that the greatest part of that money is for the defraying the expense of this office; that the accountant-general and receiver-general, who have inspected the books, have told him, that the first traces they find of any money thus paid by warrant, was in the year 1718. That this examinant cannot say as to the first establishment of this office, having been but three years and a half himself in the Post-office; but he apprehends there was always an office of this kind, and that it was defrayed formerly by the Secretary of State. That he is a stranger to the business of the office, having never been in it; for they pretend to be independent, and receive their instructions from the Secretaries of State, and carry their intelligence to the Secretaries of State, though the postmasters have a right to go into the office. That the annual expenses of this office are as follows: To the chief decypherer, Dr. Willes,* for himself and his son, 1,000 *l.*; to the second decypherer, Mr. Corbiere, 800 *l.*; to the third decypherer, Mr. Lampe, 500 *l.*; to the fourth decypherer, Mr. Zolman, 200 *l.*; to the chief clerk, Mr. Le Febre, 650 *l.*; to the four other clerks, Messrs. Bode, Thouvois, Clark, Hemmitt, 300 *l.* each; to the comptroller of the Foreign-office, Mr. Day, 60 *l.*; to the doorkeeper 40 *l.* or 50 *l.*, but this examinant believes 50 *l.* There are, besides, incidental charges for seals, &c., an account of which is brought in by one of the clerks, which may amount to 100 *l.*, and to Mr. Lavalade, formerly alphabet keeper, but now superannuated, 40 *l.*; that when these sums were discharged, the overplus, which may amonunt to 90 *l.*, is divided between the two postmasters and the secretary, each postmaster taking three-sevenths, and the secretary one-seventh. That Mr. Le Febre, besides his above-mentioned salary, is paid something out of incidents, so that his whole salary may amount to about, as he believes, 800 *l.* per annum. That his (Mr. Le Febre's) is a very troublesome post, it being necessary he should always be present at the going out and coming in of the mails. That this examinant does not know of a pension of 200 *l.* per annum paid out of this money; but Mr. Clark, who has formerly attended, and is incapacitated at present, has 200 *l.* paid him out of his salary of 300 *l.*; and another attends for him.

*J. D. Barbutt.*

* Dean of Lincoln, appointed Bishop of St. David's in August, 1742.

## — LXXXV. —

(Extract from Howell's State Trials, p. 1369.)

### TRIAL OF DR. HENSEY FOR HIGH TREASON.—A. D. 1758.

*James Newman*, sworn.

Howell's State Trials, p. 1369.

*Co. for Crown.* Do you belong to the General Post-office?—*Newman.* Yes, I ring the bell in Arundel-street, in the Strand, for post-letters, and in that walk; and when I have collected them together, I carry them to the Post-office.

How

How long have you collected letters in that walk?—Three or four years.

Do you know the prisoner at the bar, Dr. Hensey?—Yes; I know him very well; I have known him about 18 months.

Tell the court and jury what you know relative to him?—I have often received, from the prisoner at the bar, letters of a post night, to carry to the office in Lombard-street, and have carried and delivered them to the office, as I used to do other letters; but, at length, I began to suspect them.

How came you to suspect the prisoner at the bar of carrying on a treasonable correspondence?—When I have got all my letters together, I carry them home and sort them. In sorting them, I observed that the letters I received of Dr. Hensey, were generally directed abroad, and to foreigners; and I, knowing the doctor to be a Roman-catholic, and, as I imagined, in the interest of the Pretender, I advised the examining clerk at the office to inspect his letters, telling him, that I had some suspicion that the writer of those letters was a spy.

Did you open any one of these letters yourself?—No; but I happened to challenge the letter about the Secret Expedition; and when it was opened at the Post-office, and found to be what it is, after that I received directions to bring every letter I received from the doctor's own hand, or from that house, directly to the office, that it might be opened; and so I continued to do, till the doctor was taken up.

If you were to see these intercepted letters, should you know them again?—Yes; I should know them again by the outside, because they have got my mark upon them.

Look on these letters, and tell us whether these are the very letters you received of Dr. Hensey to carry to the Post-office?—I received these very letters from the doctor's own hands, or from the maid or mistress of the house in which Dr. Hensey lodged (sometimes one and sometimes another), to carry them to the Post-office; and I did carry them to the Post-office, where they were stopped or intercepted.

To whom did you give these letters at the Post-office?—To Mr. Matthews, one of the examining clerks.

Do you know anything more concerning this matter?—I never heard anything more, after Dr. Hensey was taken on Sunday the 21st day of August last, till now.

(*Cross-examined*).—*Co. for Prisoner.* How came you to know that Dr. Hensey was a Roman-catholic? what had you to do with his religion?—*Newman.* We letter carriers, or postmen, have great opportunities to know the characters and dispositions of gentlemen in the several neighbourhoods of this part of the town, from their servants, connexions, and correspondents. But, to be plain, if I once learn that a person who lives a genteel life, is a Roman-catholic, I immediately look on him as one who, by education and principle, is an inveterate enemy to my king, my country, and the Protestant religion. This led me to keep a watchful eye over Dr. Hensey, and to suspect him of carrying on a correspondence with the king's enemies.

You say that you never opened one of the prisoner's letters; why did you not?—The first letter which I challenged, or suspected, in my own mind, as I was one night sorting my letters, I held up to the candle; by which means I perceived that the body of the letter was wrote in French, and that it begun with the word, "Monsieur." It being wrote in French, increased my suspicion, and determined me to challenge the letter.

*Thomas Matthews,* sworn.

*Co. for the Crown.* Sir, do you know anything of certain letters, said to be wrote by the prisoner at the bar, and intercepted at your office?—*Matthews.* When war is declared against any nation, immediate orders are given out, by the Postmaster-general, to stop all suspected letters, in order to prevent intelligence being given the enemy of our transactions at home. These orders are given to all the clerks of the said office, and to every servant carrying letters. According to which orders, the postman of the walk in which the prisoner at the bar lives, having learnt, as I find, that Dr. Hensey was a Roman-catholic, and that all the letters he received from him, or from the house in which he lodged, were directed to people abroad, he came to me, and told me his suspicions, and did challenge one particular letter; which, on being opened, I found, was under cover, directed to a second person, and so to a third. This strengthened my suspicion; and the contents of this letter being read, orders were immediately given, not only to intercept the letters which came from Dr. Hensey, but also carefully to intercept all the letters that should come to the Post-office directed to the said Dr. Hensey. These directions were given with all the secrecy imaginable, and executed with success.

Sir, look on these letters, and let the Court know whether these are the very letters sent by Dr. Hensey, the prisoner at the bar, to his correspondents abroad, and which were intercepted at your office?—*Matthews.* (*Examining the letters one by one*) They lie now in the order they were intercepted; I received every one of these letters from the postman of the walk; their contents were examined, and I was ordered to carry them to the Secretary of State's office, at Whitehall; where I delivered them to the Honourable Mr. Stanhope.

## — LXXXVI. —

## IRELAND.

Act 23 & 24 George III, c. 17, (1783–4), intituled an Act for establishing a Post-Office within this Kingdom, ss. 30 & 31.

[*Continued by* 25 *George* 3, *c.* 19, *s.* 1; & 26 *George* 3, *c.* 12, *s.* 19.]

Sec. 30. Sec. 30.—And whereas abuses may be committed, by wilfully opening or embezzling of letters or packets, to the great discouragement of correspondence, trade, and commerce, for prevention whereof, be it enacted, That from and after the passing of this Act, no person or persons within the kingdom shall wittingly, wilfully, or knowingly, open, embezzle, or destroy, or cause, procure, or permit, or suffer to be opened, embezzled, or destroyed, any letter or packet, after the same shall be delivered into the General or other Post-office, or into the hands of any person or persons employed for the receiving or carrying post-letters, and before delivery to the persons to whom directed, or for their use; *except by an express warrant in writing, under the hand and seal of the Lord Lieutenant, or other chief Governor or Governors of this Kingdom for the time being*; or except in such cases when the party or parties to whom such letter or packet shall be directed, or who is or are hereby chargeable with the payment of the postage thereof, shall refuse or neglect to pay the same; and except such letters or packets as shall be returned for want of true directions, and when the party to whom the same is or are directed, cannot be found; and that every person offending herein, being thereof convicted in due form of law, shall be deemed guilty of felony, without benefit of clergy.

Penalty.

Sec. 31. Sec. 31.—And be it enacted, That no person or persons shall be capable of having, using, or exercising the office of Postmaster-general, Secretary, Treasurer, Receiver-general, Accountant-general, Resident-surveyor, or Comptroller as aforesaid, or any other office relating to the Post-office, or any branch thereof, or be anywise concerned in receiving, stamping, sorting, charging, carrying, conveying, or delivering letters or packets, unless such person shall have first taken the following oath before some one justice of the peace for the county or place where such person resides; which said oath such justice of the peace is hereby authorized and required to administer, in the following words:—

*I, A. B.*, do swear, that I will not wittingly, willingly, or knowingly, open, detain, or delay, or cause, procure, permit, or suffer to be opened, detained, or delayed, any letter or letters, packet or packets, which shall come into my hands, power, or custody, by means of my employment in or relating to the Post-office, except by the consent of the person or persons to whom the same is or shall be directed; *or by an express warrant in writing under the hand of the Lord Lieutenant, or other chief Governor or Governors of this kingdom for the time being, for that purpose*; or except in such cases where the party or parties to whom such letter or letters, packet or packets, shall be directed, or who is or are chargeable with the payment of the postage thereof, shall refuse or neglect to pay the same; and except such letters and packets as shall be returned for want of true directions, or when the party or parties to whom the same is or shall be directed, cannot be found; and except such letters and packets as are or shall be by law excepted; and that I will not embezzle any such letter or letters, packet or packets, as aforesaid; and that I will well, truly, and faithfully account for all such sum or sums of money as I shall receive, or shall come to my hands, power, or custody, by reason of my employment, or of any other employment which I shall have or enjoy, in or relating to the Post-office.

## — LXXXVII. —

35 Geo. 3, c. 62. *Title.*—"An Act to enable his Majesty's Postmaster-general to open and return certain Letters contained in the Mails made up at the General Post-office in London, for the United Provinces, on the 13th, 16th, and 30th days of January, 1795, and now remaining in the said General Post-office."

*Preamble.* [19th May 1795.] Whereas certain mails of letters made up at the General Post-office in London, on the 13th, 16th, and 30th days of January 1795, and now intended to be sent from the said General Post-office unto the United Provinces, have been detained by virtue of a warrant under the hand and seal of one of his Majesty's Principal Secretaries of State, and the said mails of letters are now remaining in the said General Post-office: and whereas many of the persons by whom the said letters were written, signed, or sent, have applied to his Majesty's Postmaster-general to have the same returned to them, and doubts being entertained whether his Majesty's Postmaster-general is authorized by law to return the same: Be it therefore enacted, &c., &c." *See* also 47th Geo. 3, s. 2, c. 53 (8th August 1807): "Bill to enable the Postmaster-general to open and restore certain Letters contained in the Mails, made up at the General Post-office in London for Hamburgh, at the dates therein specified."

## — LXXXVIII. —

(Howell's State Trials, Vol. 25, pp. 249, 250.) A.D. 1795.

"Mr. Tooke: I am informed, from pretty good authority, that a letter was intercepted, which should have come to me by the post, on the Wednesday previous to my apprehension; that it was produced before the Privy Council, and made the subject of very serious examination; that great alarm and great apprehensions were entertained for the particular way of wording of that letter," &c. Howell's State Trials, vol. 25; Horne Tooke's trial, pp. 249, 250.

The letter was produced in court by the law officers of the Crown.

## — LXXXIX. —

(Parliamentary Paper, 1834.)

A Return of all and every instruction, bye-law, or authority under which postmasters are instructed or authorized, or have assumed a right, to open up, unfold, apply, &c. any lights to, or use any of them, or any other means whatever for ascertaining or reading what may be contained, in words or in figures, in any letter of any size or description, being fastened with a wafer or with wax, or even if totally unfastened by either. 10 February 1834

General Post-office, 31 August 1834.—No such instruction has been issued from the General Post-office. Every person in the Post-office is required to take the oath prescribed by the Act of the 9th of Anne, c. 10, that he will not open, detain, or delay any letters which shall come into his hands by reason of his employment in the Post-office. Whenever it is noticed that a letter has been put into the Post-office unfastened, it is invariably sealed with the official seal, for security. *R. Freeling*, Secretary.

## — XC. —

ACT 1 Vict. c. 32. 1837.

"An Act to repeal the several Laws relating to the Post Office."

ACT 1 Vict. c. 33. 1837.

"An Act for the Management of the Post Office."

Sec. 10. And be it enacted, that no person hereafter appointed shall be capable of holding the office of Postmaster-general, or of being an officer of the Post Office, unless such person shall have first made and subscribed the declaration contained in the Schedule hereunto annexed, before a Justice of the Peace acting for the place where such person resides, which declaration such Justice shall (on application to that effect) administer and take accordingly.

SCHEDULE to which the foregoing Act refers.

I do solemnly and sincerely declare, that I will not wittingly or willingly open or delay, or cause or suffer to be opened or delayed, contrary to my duty, any Letter or any thing sent by the Post which shall come in to my hands or custody by reason of my employment relating to the Post Office, except by the consent of the person or persons to whom the same shall be directed, *or by an express Warrant in writing under the hand of one of the principal Secretaries of State* [or, as to Ireland, *under the hand or hands of the Lord Lieutenant or other Chief Governor or Governors of Ireland,*] for that purpose, or except in such cases where the party or parties to whom such Letter or any thing sent by the Post shall be directed, and who is or are chargeable with the payment of the Postage thereof, shall refuse or neglect to pay the same, and except such Letters or any thing sent by the Post as shall be returned for want of true directions, or when the party or parties to whom the same shall be directed cannot be found; and that I will not in any way embezzle any such Letter or any thing sent by the Post as aforesaid; and I make this solemn Declaration conscientiously, intending to fulfil and obey the same, and by virtue of the provisions of an Act passed in the First Year of the Reign of Her Majesty Queen Victoria, intituled "An Act for the Management and Regulation of the Post Office."

This Declaration was made before me the day of .

## ACT 1 Vict. c. 36. 1837.

"An Act for consolidating the Laws relative to Offences against the Post Office of the United Kingdom, and for regulating the judicial Administration of the Post Office Laws, and for explaining certain Terms and Expressions employed in those Laws."

Penalty.

Sec. 25. And be it enacted, that every person employed by or under the Post Office, who shall, contrary to his duty, open or procure, or suffer to be opened, a Post Letter, or shall wilfully detain or delay, or procure or suffer to be detained or delayed, a Post Letter, shall, in England and Ireland, be guilty of a Misdemeanor, and in Scotland of a Crime and Offence, and being convicted thereof shall suffer such punishment, by fine or imprisonment, or by both, as to the Court shall seem meet; provided always, that nothing herein contained shall extend to the opening or detaining, or delaying of a Post Letter returned for want of a true direction, or of a Post Letter returned by reason that the person to whom the same shall be directed is dead or cannot be found, or shall have refused the same, or shall have refused or neglected to pay the Postage thereof, *nor to the opening or detaining or delaying a Post Letter in obedience to an express Warrant in writing under the hand (in Great Britain) of one of the principal Secretaries of State, and in Ireland under the hand and seal of the Lord Lieutenant of Ireland.*

*Brought from the Lords, 7 August* 1844.

# REPORT from the SECRET COMMITTEE of the HOUSE OF LORDS relative to the POST OFFICE.

*Ordered, by* The House of Commons, *to be Printed, 7 August* 1844.

BY THE LORDS COMMITTEES appointed a SECRET COMMITTEE to inquire into the STATE OF THE LAW in respect to the DETAINING AND OPENING OF LETTERS AT THE POST-OFFICE, and into the Mode under which the Authority given for such opening and detaining has been exercised; and to report their Opinion and Observations thereupon to The House; and to whom was referred the PETITION of *Joseph Mazzini*, of 47, Devonshire-street, Queen-square, complaining of his Letters having been detained and opened at the Post-office, and praying for Inquiry;

ORDERED TO REPORT,

THAT the Committee have met, and inquired into the subject referred to them, and have examined several Witnesses in relation thereto.

The Committee have not thought it necessary to attempt to define the grounds upon which the Government has exercised the power afforded by public conveyance of letters of obtaining such information as might be thought beneficial for the public service; it seems sufficient for the present purpose to state, that the exercise of this power can be traced from the earliest institutions in this country for the conveyance of letters, from Orders in Council of the 22d of November 1626 and 24th of February 1627. The Secretaries of State were in time of war and danger to the State to be made acquainted, if they required it, with letters and communications to foreign parts.

In 1657, upon the first establishment of a regular Post-office, it was stated in the Ordinance to be the best means to discover and prevent many dangerous and wicked designs against the Commonwealth.

In letting to farm the Post-office to individuals, and in Proclamations of the 25th of May 1663 and 25th of August 1683, the power is distinctly claimed and reserved. The terms in which the provisions of the Act 9 Anne, c. 10, upon this subject are enacted can only be explained upon the supposition that this power was at the time fully recognised; for that Act gives no power to the Secretary of State to detain or open letters, but prohibits others from doing so, except by an express warrant in writing under the hand of the Principal Secretary for every such opening or detaining.

The subsequent Statute of 35 Geo. 3, c. 62, and 1 Vict. c. 33, adopted nearly the same form of recognition.

The power, therefore, appears to have been exercised from the earliest period, and to have been recognised by several Acts of Parliament.

This appears to the Committee to be the state of the law in respect to the detaining and opening of letters at the Post-office, and they do not find any other authority for such detaining or opening.

The Committee have very carefully investigated the mode in which this power has of late years been exercised.

Lists and abstracts of the warrants for many years back have been preserved at the Home-office; but the Committee have not thought it necessary

minutely to pursue the investigation to an earlier period than to the year 1822, from which time only has any record of warrants been preserved at the Post-office.

It appears that, since 1822, 182 warrants have been issued, averaging about eight per annum; about two-thirds of these have been for the purpose of either tracing persons accused of offences, or of tracing property embezzled by suspected offenders; and the warrants have been issued whenever application has been made to the Under Secretary of State, upon grounds which have seemed to the Principal Secretary of State to justify such proceeding.

The application has generally been made either by magistrates or by solicitors conducting prosecutions; and these parties have been put in possession of any useful information thus obtained, but not of the original letters, which have been usually returned to the Post-office, to be forwarded to their original address.

The detention of letters has been invariably refused in cases in which civil rights have alone been concerned.

The Committee have not had any means of estimating in what degree the examination of letters thus detained has facilitated the administration of justice, the result never being reported to the Home-office; but it is known in some instances to have led to the apprehension and conviction of offenders, and to the recovery of property.

It may seem that the issue of six or seven warrants annually, in proportion to the 30,000 or 40,000 committals which take place in this kingdom, cannot be an efficient instrument of police; but, on the other hand, the issue of six or seven warrants upon a circulation of 220,000,000 of letters cannot be regarded as materially interfering with the sanctity of private correspondence, which, with these exceptions, there is not the slightest ground to believe has been ever invaded.

The second class of warrants has been issued by the Secretary of State at periods when the circumstances of the country have seemed to threaten public tranquillity.

The warrants for detention of letters of this class have scarcely, upon an average of 21 years, exceeded two annually in Great Britain; and though under some of the warrants not a single letter has been opened, under others many have been detained and examined.

It does not appear that from any one of these letters specific knowledge of great importance has been obtained. The information, however, which has been derived from this source has been regarded as valuable, and may have given better information upon dangers apprehended in particular districts than could be derived from local observation, or than might be collected from the vague and exaggerated rumours which in periods of disturbance very usually prevail.

It is the concurrent opinion of witnesses who have held high office, and who may be most competent to form a sound judgment, that they would reluctantly see this power abolished; and possibly it might be thought to be even more convenient and requisite in time of foreign war than it is in our present state of peace.

The power of issuing warrants, which was first granted by the Irish Act, 23 & 24 Geo. 3, c. 17, to the Lord Lieutenant, or other Chief Governor or Governors of Ireland, has been very sparingly used, and the number issued does not average more than two annually, and these have been principally for the detection of suspected criminals.

The Committee have examined into the case of the Petitioner whose Petition has been referred to them. It is true that Mr. Mazzini's letters were for about four months stopped and opened, under the Warrant of the Secretary of State for the Home Department, and inspected by the Secretary of State for Foreign Affairs, upon an apprehension that he was engaged in a correspondence having for its object designs which might be injurious to the tranquillity of Europe. Certain parts of the information thus obtained were communicated to a foreign government, in so far as such a communication appeared to be warranted, but without the names or details that might expose any individual then residing in the foreign country to which the information was transmitted to danger.

The

The Committee are bound, in conclusion, to state, that having looked back to the proceedings of several Secretaries of State during successive administrations more than 20 years, they have found the practice has been nearly uniform, that the power has been very sparingly exercised, and never from personal or party motives, and that in every case investigated it seems to have been directed by an earnest and faithful desire to adopt that course which appeared to be necessary, either to promote the ends of justice or to prevent a disturbance of the public tranquillity, or otherwise to promote the best interests of the country.

The Committee leave it to the Legislature to determine whether this power shall continue to exist, and have discussed such rules as have been suggested as guards upon its future exercise; namely, 1st, the concurrence of more than one of the high officers of State in the issue of each warrant; and, 2dly, better and more detailed record than is at present kept of the grounds upon which each warrant is issued.

They think that the responsibility will be more effective when resting upon the individuals who are mainly charged with the preservation of peace and the prevention of crime in this country, than if it were divided with others; and a more detailed account than is already kept of the grounds upon which each warrant is granted would frequently have the effect of leaving in the office a grave accusation, without affording an opportunity of reply or defence.

It is in evidence that, though bags have been sometimes detained and examined, upon a suspicion that letters from them may have been abstracted, no letters from such bags have been opened, nor have any letters been opened at the Post-office, except letters which, from defects in the direction, could not be forwarded to their destination, unclaimed letters, and letters detained by Warrant from the Secretary of State.

It appears to have been for a long period of time, and under many successive Administrations, an established practice, that the foreign correspondence of foreign ministers, passing through the General Post-office, should be sent to a department of the Foreign Office before the forwarding of such correspondence according to its address. The Postmaster-general, having had his attention called to the fact that there was no sufficient authority for this practice, has, since June, discontinued it altogether.

*Brought from the Lords, 7 August* 1844.

# REPORT from the SECRET COMMITTEE of the HOUSE OF LORDS relative to the POST OFFICE.

*Ordered, by* The House of Commons, *to be Printed,*
7 *August* 1844.

601.

*Under* 1 oz.

~~25~~
121

# REPORT

FROM THE

## SELECT COMMITTEE

ON

# POSTAGE;

*TOGETHER WITH THE*

## MINUTES OF EVIDENCE,

## APPENDIX AND INDEX.

*Ordered, by* The House of Commons, *to be Printed,*
14 *August* 1843.

564.

*Martis*, 27° *die Junii*, 1843.

*Ordered*, That a Select Committee be appointed to inquire into the Measures which have been adopted for the general Introduction of a Penny Rate of Postage, and for facilitating the Conveyance of Letters, and the result of such Measures, so far as relates to the Revenue and Expenditure of the Post-office, and the general convenience of the Country, and to report their Observations thereupon to The House.

*Jovis*, 29° *die Junii*, 1843.

Committee nominated:

| | |
|---|---|
| Sir George Clerk. | Mr. Cripps. |
| Viscount Ebrington. | Mr. Hawes. |
| Mr. Emerson Tennent. | Mr. Escott. |
| Mr. Wallace. | Mr. Wyse. |
| Mr. Beckett Denison. | Mr. Bramston. |
| Mr. Ricardo. | Mr. Milner Gibson. |
| Mr. Trotter. | Mr. Wilson Patten. |
| Mr. Francis Baring. | |

*Ordered*, That the said Committee have power to send for Persons, Papers, and Records.

*Ordered*, That Five be the Quorum of the Committee.

*Lunæ*, 14° *die Augusti*, 1843.

*Ordered*, That the Committee have power to report the Minutes of Evidence taken before them to The House.

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# REPORT.

THE SELECT COMMITTEE appointed to inquire into the Measures which have been adopted for the General Introduction of a General RATE of POSTAGE and for facilitating the Conveyance of Letters, and the Result of such Measures so far as relates to the Revenue and Expenditure of the Post Office and the general Convenience of the Country, and to Report their Observations thereupon to The House; and who are empowered to Report the MINUTES of EVIDENCE taken before them:——

HAVE, with the view of ascertaining the Results of the Penny Postage on the Revenue and Expenditure of the Post Office, called for Returns of the Gross and Net Revenue of the Post Office for the Three Years previous and subsequent to its adoption: these Returns will be found in the Appendix to this Report.

Your Committee have examined at great length Mr. Rowland Hill, with regard to several Proposals which were brought under their notice by him, for extending the facilities of the Correspondence of the Country, and for improving the Management and reducing the Expense of the Post-office. They have also examined several of the Officers of the Post-office, with regard to the expediency and practicability of adopting these measures.

Your Committee regret that, on account of the late period of the Session to which their inquiries were extended, they find it impracticable to Report their Opinions on these various matters, involving, as they do, many minute details. They are unable to do more than Report the Evidence which they have taken; to which they beg leave to refer, as well as to the Correspondence which will be found in the Appendix, in connexion therewith, between the Treasury and the Post-office; from both of which Departments they entertain no doubt these Propositions will receive the fullest consideration.

14 *August* 1843.

## PROCEEDINGS OF THE COMMITTEE ON THOSE DAYS ON WHICH NO EVIDENCE WAS TAKEN.

*Veneris*, 30° *die Junii*, 1843.

Present:

| | |
|---|---|
| Sir George Clerk. | Mr. F. Baring. |
| Mr. Wallace. | Mr. Bramston. |
| Mr. Cripps. | Lord Ebrington. |
| Mr. Becket Denison. | Mr. Wilson Patten. |
| Mr. Trotter. | Mr. Wyse. |

Sir GEORGE CLERK, Bart. called to the Chair.

The Committee considered the course of their proceedings.

[Adjourned till Monday, at 12 o'Clock.

*Veneris*, 11° *die Augusti*, 1843.

Present:

Sir GEORGE CLERK, Bart. in the Chair.

| | |
|---|---|
| Mr. Bramston. | Mr. Cripps. |
| Mr. Escott. | Mr. Trotter. |
| Mr. Becket Denison. | Mr. Emerson Tennent. |
| Mr. Baring. | Mr. Milner Gibson. |
| Mr. Hawes. | Mr. Wyse. |

Motion made (by Mr. *Bramston*) and question proposed, "That the Chairman do report the Evidence taken before this Committee to The House."

Amendment proposed to the question (by Mr. *Escott*), to add the words, "together with their observations thereupon."

Question put, "That those words be added."

The Committee divided:

| Ayes, 3. | Noes, 7. |
|---|---|
| Mr. Escott. | Mr. Bramston. |
| Mr. Cripps. | Mr. Trotter. |
| Mr. Becket Denison. | Mr. Emerson Tennent. |
| | Mr. Baring. |
| | Mr. Hawes. |
| | Mr. Wyse. |
| | Mr. Milner Gibson. |

Question, "That the Chairman do report the Minutes of Evidence taken before this Committee to The House."

Put and agreed to.

[Adjourned to Monday, at 12 o'Clock.

*Lunæ*, 14° *die Augusti*, 1843.

Present:

Sir GEORGE CLERK, Bart. in the Chair.

| | |
|---|---|
| Mr. Trotter. | Mr. Hawes. |
| Mr. Escott. | Mr. Emerson Tennent. |
| Mr. Becket Denison. | Mr. Wyse. |
| Mr. Cripps. | Mr. Milner Gibson. |
| Mr. Bramston. | |

The

# MINUTES OF EVIDENCE.

*Lunæ*, 3° *die Julii*, 1843.

MEMBERS PRESENT.

| | |
|---|---|
| Mr. F. Baring. | Mr. M. Gibson. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. W. Patten. |
| Mr. Cripps. | Mr. Ricardo. |
| Mr. Becket Denison. | Mr. E. Tennent. |
| Viscount Ebrington. | Mr. Trotter. |
| Mr. Escott. | Mr. Wallace. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

*Rowland Hill*, Esq., called in; and Examined.

*Rowland Hill*, Esq.
3 July 1843.

1. *Chairman.*] YOU are the author of a pamphlet which was published in 1837, pointing out various improvements in the system of the Post-office arrangements of this country?—I am.

2. Which pamphlet was afterwards referred to the consideration of a Select Committee of the House of Commons?—It was.

3. Upon whose recommendations several of the suggestions contained in that pamphlet have been carried into effect by Parliament?—Yes.

4. Can you state to the Committee the outline of the plan which was originally submitted by you to that Committee?—The following paper is drawn up in compliance with the direction of the Committee for a written document, showing, first, the improvements I have recommended; secondly, the extent to which those improvements have been carried into effect; thirdly, the result of the changes so made; fourthly, the improvements still to be effected. Before commencing to read the paper, perhaps I may be permitted to state that I have divided it into sections, under the impression that the Committee would probably consider it convenient to put questions to me upon each section separately. The matter altogether is long, and with the permission of the Committee I will, when I have completed the first section, pause to see whether they have any questions to propose. The first section is PLAN OF POST-OFFICE IMPROVEMENT AS ORIGINALLY PROPOSED. As asserted in my recent petition to the House of Commons, my plan of Post-office improvement has from the first been stated by me to consist of the following parts:

1. A uniform and low rate of postage.
2. Increased speed in the delivery of letters.
3. Greater facilities for their despatch.
4. Simplification in the operations of the Post-office, with the object of reducing the cost of the establishment to a minimum.

In proof of this I beg to submit the following extracts from my writings and Evidence on the subject; they are arranged in the order of date.

Extract from "Post-office Reform" (published early in 1837), 3d edition p. 43.

"The following is a summary of the conclusions which it is believed have been established in the preceding paper:



"1. That

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3 July 1843.

" 1. That the present cost (to the Post-office) of primary distribution is, for the most part, the result of complex arrangements at the Post-office.

" 2. That these complex arrangements would be avoided, if postage were charged, without regard to distance, at a uniform rate (which is shown to be the only fair rate with reference to the expenses incurred), and were collected in advance.

" 3. That the postage might be collected in advance, if reduced to the rate proposed; viz. 1 *d.* for each packet not exceeding half an ounce in weight, with an additional penny for each additional half ounce.

" 4. That, owing to the great simplicity of the arrangements which might be adopted under these conditions, the present establishment of the Post-office, with a slight addition, would suffice for a fourfold increase of business.

" 5. That this increase of business would lead to greatly increased facilities of communication; as for example, two departures and two arrivals of the London mails per day.

" 6. That these increased facilities, together with the greatly reduced charges, would have the effect of increasing the number of chargeable letters in all probability at least five and a quarter fold, which increase (the number of franks and newspapers continuing as at present) would produce the fourfold increase of business for which, as it has been shown, the present establishment of the Post-office, with a slight addition, would suffice."—*Post-office Reform*, 3d edit. p. 69.

" With respect to the increase in the actual amount of correspondence, the proposed arrangement will bring two causes into operation, both very potent:—

" 1st. Increased facility of communication.

" 2d. Diminished expense.

On the potency of the former cause, much light is thrown by the Report of the Commissioners of Revenue Inquiry, as quoted at page 31; and I may here especially refer to the fact, that the consequence of Mr. Palmer's improvements, which merely tended to increase facility, was in the course of 20 years to triple the correspondence of the country."—*Letter to the Secretary of the Commission of Post-office Inquiry, Ninth Report of the Commissioners*, p. 87.

This is the letter referred to: " No. 2, Burton Crescent, 8th June 1837.—Dear sir, I trust the Commissioners of Post-office Inquiry will excuse my requesting their attention to the probable results of the experiment about to be made in the Twopenny Post-office. Lord Duncannon is understood by the public to have stated, that envelopes will be sold at 1 *d.* each, which will frank letters within the limits of the twopenny and threepenny delivery; in addition to which, his Lordship did me the honour to acquaint me that it was intended to limit the weight of such letters to one ounce, to allow weights from one to six ounces to be conveyed under twopenny covers, and to add one to the number of daily deliveries, but at present to make no other change. These are undoubtedly very important improvements, but I submit they do not amount to a fair test of my plan. In ' Post-office Reform,' and in the evidence I had the honour of giving before the Commissioners, I have endeavoured to show the importance and practicability of much more frequent and rapid deliveries than are now made, and I am not aware of any valid objections to those views. The increased facilities thus proposed to be afforded form a most important feature of my plan. As regards the Twopenny-post, they would, in my opinion, conduce more to increased correspondence than even the reduction of charge. In the experiment which it is intended to try, little will be done to improve the facilities for correspondence, and therefore an important cause of increase in the number of letters will be scarcely brought at all into operation. Again, I have pointed out means by which the cost of management may be reduced, by the adoption of more simple and economical arrangements; as an instance, I would mention the employment of short stage-coaches. But it does not appear that there is

any

any intention of adopting many of these improvements. The experiment, if tried thus partially, will, I fear, produce the following unfavourable results: 1st. Injury to the revenue, arising partly from a want of economical arrangement, but chiefly from an insufficient increase in the number of letters to compensate for the reduced postage. 2d. Injury to the plan which I have proposed, in consequence of the experiment being erroneously considered by many as a test. 3d. Dissatisfaction on the part of others, who will consider the plan as unfairly treated, and the question as to its practicability still undecided. Entertaining these views, I should think it a neglect of duty if I did not submit them respectfully to the consideration of the Commissioners. The experiment which I have proposed would (allowing for the difference in the extent of reduction of postage) be a fair test of the general plan. If the experiment succeed, the Commissioners would, I trust, be encouraged to proceed; if it fail, the whole question would be set at rest. The experiment cannot possibly involve the loss of much revenue: it is a complete and definite step, and will if successful be of itself a great good, and it does not necessarily lead to any further change. In conclusion, I beg most respectfully to thank the Commissioners and yourself for the attention paid to my suggestions, and for the courtesy which I have invariably received. I trust I shall not be thought unreasonable on the present occasion. My objections to the arrangement contemplated by the Commissioners apply simply to its being considered a test of my plan. Looking at it as a means of reducing taxation, the measure, as far as it goes, is, in my opinion, an excellent one.

"I remain, my dear sir, yours very truly,

"To J. R. Gardiner, Esq. &c. &c. &c." "*Rowland Hill.*"

The experiment that I recommended was the adoption of the penny rate of postage within the London district on letters not exceeding two ounces in weight, and a twopenny charge upon letters of from two to four ounces, and so on, and that there should be hourly deliveries in the districts adjacent to London; and that other measures, which were stated in detail, should be adopted with the view of shortening the interval which now occurs between the posting of a letter and its delivery. Perhaps I may call attention to the fact, that that letter has been written now six years.

I beg to remark, that the improvements actually made in the London District-post (heretofore called the Twopenny-post) are even somewhat less than those contemplated by the Commissioners, and earnestly represented by myself at the time as insufficient. I have great satisfaction in adding, however, that the increase of letters consequent even on these limited improvements has so far exceeded my anticipations as to have already produced from that class of letters a gross revenue equal to that afforded by the same class of letters in 1836, the year immediately preceding the one in which the change was proposed.

Extract from my first letter to Lord Lichfield, dated January 9th, 1838. This series of letters appeared at the time in various London papers.

"Before proceeding to a consideration of objections, I deem it necessary succinctly to describe the main features of the plan. The ends proposed are—

"1. A great diminution in the rate of postage.

"2. Increased speed in the delivery of letters.

"3. More frequent opportunities for their despatch.

"In calculating on attaining these benefits without a proportionate diminution in the revenue derived from the Post-office, I depend,

"1. On the increase in the number of post letters certain to follow a great reduction of postage and other improvements; and

"2. On the result of certain plans intended to secure great simplification and consequent economy in the operations of the Post-office.

"With a view to obtain this simplification, I propose,

"1. That there should be a uniform rate of postage according to weight; and

"2. That the payment should always be in advance; and, to rid this mode of payment of the trouble and risk which it would otherwise entail on the senders of letters, as well as for other important considerations, I propose that the postage be collected by the sale of stamped covers.

 "Increased

*Rowland Hill*, Esq.

3 July 1843.

"Increased speed in the delivery of letters will obviously result from the plan of payment in advance, whereby the time now spent in collecting the postage will be saved.

"More frequent opportunity for the despatch of letters, especially in populous neighbourhoods, will be justified and required by the increase in the number of letters, and will in turn become a great source of additional increase.

"Such is a summary of my plan. In my next letter I shall descend somewhat further into particulars."

Extract from my second letter to Lord Lichfield, dated 18th January 1838:

"Having in my last letter given a summary of my plan, I now enter somewhat more into particulars. The uniform rate of postage which I propose is a penny for each letter or packet not exceeding half an ounce in weight, with an additional penny for each additional half-ounce. The rate of a penny was adopted, not as having any magical virtue or essential propriety, but because it appears from detailed calculations that such a reduction was expedient, and also because it is, with very little exception, the lowest rate of postage now in use. Of course, an approximation to this would be an improvement on the present state of things; but I fear there will be many obstacles to the establishment of a higher uniform rate. I apprehend a less reduction will scarcely reconcile the public to payment in advance, will in many instances be insufficient to stop the illicit conveyance of letters, and will exclude from the post a vast number of circular letters and other printed papers, the circulation of which is of high importance to commerce. The increase in the number of letters to result from the reductions and other improvements which I propose cannot of course be estimated with accuracy. A variety of information, however, as to the effect of other reductions in taxation, as to the amount of correspondence at present suppressed, and as to the extent of illicit conveyance of letters, furnishes my estimate with a good basis. The increase in the number of letters necessary, according to my calculations, to secure the revenue from diminution, is to six-fold the present amount, and such an increase my information warrants me in regarding as not improbable. To the feasibility of my plan, however, such an increase is not essential, the increase which I have counted upon being to little more than five-fold, as I did not reckon on securing the Post-office revenue from diminution, but estimated its probable loss at nearly 300,000 *l.* per annum; nor do I think that I am sanguine when I confidently expect that such a deficit would be much more than supplied by an increase in the other departments of the revenue, consequent on the stimulus given to commerce by the greater freedom of correspondence."

Extract from my third letter to Lord Lichfield, dated January 19th, 1838, and referring to measures then contemplated by Government:

"The reduction of the fourpenny postage to 2*d.* * * * is valuable as an experiment on the effect of reduction, but as the change is in reduction only, and is not accompanied by any increased facility, more frequent opportunity, simplification of arrangements (with consequent economy), nor, in short, by any other improvements, even its failure would furnish no argument against my plan, though its success would strongly support one of the principles for which I contend. My dependence, however, is on a number of principles brought into harmonious operation, each aiding and strengthening all the others. They are, reduction of postage, increasing facilities, and simplification, with consequent economy in the mechanism of the Post-office. * * * To warrant so great a reduction of postage as I contemplate, there must be strict economy in the management of the Post-office."

Extracts from my Evidence before the Postage Committee of 1838:

Referring to the principles distinctly laid down in the several reports of the Commissioners of Post-office Inquiry, I proceed as follows: "Keeping these enlightened principles in view, I have endeavoured to devise a plan which shall effect a very great reduction in postage, which shall render the Post-office conformable to the wants of the public, by providing for a speedy delivery of letters and more frequent opportunities for their despatch, and which shall accomplish these objects without injury to the general revenue of the country. 'In making your calculations with a view to obtain these objects without injury to the revenue, on what do you rely?—In the first place, I rely on the very great increase

crease in the number of post-letters certain to follow the great reduction of postage which I propose, and the increased facilities for the transmission of letters which I have also proposed; in the second place I rely on certain plans for introducing great simplicity and consequent economy into the management of the Post-office.' 'Be pleased to state as shortly as you can, but quite comprehensively, the means by which you propose to effect this simplification, and to secure the other advantages to which you allude?—Complexity in the present arrangements of the Post-office arises chiefly from the great variety in the charges for postage. I propose instead of this variety to adopt one uniform charge by weight, without regard to distance; it is essential to my plan that the rate should be low, and I am convinced it may safely be fixed as low as a penny for each packet not exceeding half an ounce, with an additional penny for each additional half ounce to any convenient extent. This rate I propose shall be charged on all letters passing between one post town and another, however distant. I propose still further to simplify the mechanism of the Post-office, by requiring in all cases payment in advance, and I propose to effect this by the sale of stamps, on covers or sheets of paper, or in any other form convenience may require. If this arrangement were universal (and I see no difficulty in its being made so, at least after a little time has been allowed for effecting the change of habit on the part of the people), it is manifest that the Post-office would be relieved from all financial accounts, and this would effect an enormous saving of expense. The increased speed in the delivery of letters of which I have spoken, would result from the uniform payment of letters in advance, for it is manifest that the delivery of letters from door to door is greatly retarded by the necessity of collecting the postage at the same time. More frequent opportunities for the despatch of letters would be justified and required by the great increase in the number of letters resulting from the causes I have assigned, and these more frequent despatches would again constitute a most important source of further increase in the number of letters.' 'You have stated that you propose a uniform rate of postage; be pleased to state more fully your reasons for recommending the adoption of this principle?—I propose a uniform rate of postage, not only on account of the great simplicity which would result from it in all the operations of the Post-office, but because of its abstract fairness. I find that the cost attendant upon the distribution of letters consists chiefly in the expenses which are incurred with reference to their receipt at the Post-office and to their delivery from the Post-office. I find that that additional expense which arises from their conveyance along the mail-roads is comparatively unimportant; and as all letters, whether going a small distance or a great distance, must be both received and delivered, it necessarily follows that the chief expenses are common to all, and, consequently, that the cost to the Post-office is much the same, whatever the distance may be to which the letter has to be carried; and it is not matter of inference but a matter of fact, that the expense to the Post-office is practically the same, whether a letter is going from London to Barnet or whether it is going from London to Edinburgh; the difference is not expressible in the smallest coin we have. There is another reason for advocating uniformity of postage, which is this, that with a varying rate of postage, I fear it would be impossible to introduce the stamped covers. The inconvenience which would attend their use, if the rates of postage varied with reference to distance, is obvious; and if the stamped covers could not be employed, then payment in advance would become in some respects objectionable.'" The following passages are also selected from my evidence: "I am of opinion that until the plan is adopted as a whole, expenses must be borne which afterwards will be found to be unnecessary."—(*Ev.* 535.) "If my plan were put into operation, one part of it would be to establish a Post-office in every village."—(*Ev.* 560–1. 778.) "It is a part of my plan not only to reduce the postage on letters very greatly, but to afford to the public every possible facility; to make the Post-office the most convenient means for the distribution of letters."—(*Ev.* 661.) "I think that the reduction to 2*d.*, together with the facilities of distribution on which I rely very greatly, would prevent the contraband conveyance of letters."—(*Ev.* 662.) Extract from the 'Third Report of the Postage Committee,' p. 64: "Mr. Hill considers it very essential to the proper working of his plan, that greater facilities should be given to the transmission of letters. That such facilities would produce a great effect on the number of letters is shown, he argues, by the fact

*Rowland Hill*, Esq.
3 July 1843.

that the improvements introduced by Mr. Palmer, though accompanied by several augmentations made at different times in the rates of postage, produced a very considerable increase in the number of letters. Improved facilities in distribution he considers an essential part of his plan; and until such improvement were adopted his plan could not be said to be introduced or tried."

Extract from my Address to a public meeting at Wolverhampton, which I attended by invitation, on Saturday, September 7th, 1839.—(See *Wolverhampton Chronicle* of Sept. 11, 1839.)

"With reference to the future, the only anxiety which appears to be entertained is as to the effect of the measure on the public revenue. This will depend very materially on the manner in which the plan is worked out. The mere reduction in the rates of postage will of course greatly increase the number of letters; but much will still depend on the extent to which the facilities for despatching letters are improved by a careful employment of the many economical and speedy modes of conveyance which now exist, and by a solicitous attention to all the minute ramifications of distribution. If on the one hand due attention be paid to the increasing demands of the public for the more frequent and more speedy despatch of letters, and, on the other hand, pains be taken to keep down the cost of management, though some temporary loss of revenue will undoubtedly arise, I see no reason to fear that the loss will be either great or permanent."

Extract from Mr. M. D. Hill's Letter to myself, dated 12th September 1839, written immediately before I entered the Treasury, and forming part of my official correspondence with that Board. (*Parl. Pro.* 36, 1843, No. 119.)

"You lay great stress, and very properly in my opinion, on increasing the facilities for transmitting letters; and this part of the reform will, I apprehend, cause you more labour of detail than that which more strikes the public eye."

To show that the increased facilities and economic improvements, which I deemed essential to my plan, were regarded in the same light by the Parliamentary Committee, and that this Committee recommended not only the reduction of postage, but the adoption of the entire plan, I give the following extracts from its Report; Third Report, p. vi. Resolution, No. 4: "That it is the opinion of this Committee, that the additional facilities which have hitherto been afforded to inland correspondence, in the despatch of letters by the Post-office department, have all tended to the convenience of the public, and in a majority of instances to the improvement of the revenue; that further facilities would be attended with like advantages, and that every reasonable effort, therefore, should be made, by substituting direct for circuitous routes, and by expediting the delivery, to abridge as far as practicable the time which must elapse between the despatch and delivery of a letter."—Page viii. Resolution, No. 13: "That it is the opinion of this Committee, that the cheap, speedy, and more frequent communication by means of post, which it is the object of Mr. Hill's plan to establish, would greatly facilitate all commercial transactions, and lead to a great extension of trade both foreign and domestic; that this extension of trade would in no inconsiderable degree improve the general revenue of the country, and thus probably compensate for any small diminution which might take place in the revenue of the Post-office."—Page 68: "That the only remedies for the evils above stated are, a reduction of the rates, and the establishment of additional deliveries and more frequent despatches of letters;" * * * "that the effect of the adoption of Mr. Hill's plan in the details of the management of the Post-office department would be, to use the words of Sir Edward Lees, secretary to the Post-office at Edinburgh," (Appendix to Report II. p. 35,) "that considerable time would be saved in the delivery of letters; the expenses in almost every branch of the department, but principally in the Inland and Letter-carrier offices, much reduced; the complex accounts of the Bye and Dead-letter offices greatly simplified, and the expenses greatly diminished; that the system of accounts between the deputy postmasters, which presents so many opportunities and facilities for combination and fraud, would disappear; the labour and responsibility of surveyors be curtailed; a system of complex and intricate duty, inseparable from the existing nature of the country part of the Post-office, give way to one of simplicity and uniformity; and the entire principle and machinery of the Post-office be changed in its character, greatly contributing

tributing to the security, comfort, and advantage of the community, in its connexion with the public correspondence."

With respect to the resolution of The House, and the Bill founded thereon, it is obvious that, in a case like the present, Parliament could not pledge itself to a variety of details; it gave, however, all necessary authority to the Treasury, and the speeches delivered at the time show that the measure was regarded as an adoption of the whole plan. This will appear from the following extracts.

On the 31st of May 1839, Lord John Russell, in announcing the intentions of Government, said, "The plan will be in conformity with that which has been proposed by the Committee as likely to be the most beneficial one."—*Mirror of Parliament*, Sess. 1839, p. 2578.

On the 25th of June in the same year, Lord Melbourne, in reply to Lord Radnor, said, "Undoubtedly it is the intention of the Government to carry into effect the plan referred to by my noble friend, considering how it has been recommended, the strong interest it has excited, and the benefits and advantages which unquestionably belong to it, with all practicable speed."

On August the 5th of the same year, the Duke of Wellington said that, "With reference to the adoption of any particular plan, he was disposed to admit that that which was called Mr. Rowland Hill's plan was, if it was adopted exactly as was proposed, of all the plans, that which was most likely to be successful." That is the first division of the subject.

5. Are the Committee to understand that the plan as submitted by you to the Post-office Commissioners in 1837, and subsequently to the Select Committee of the House of Commons, contained a recommendation for a uniform rate of postage accompanied by prepayment by means of stamped covers, and a general statement that the increased facilities for despatching letters, and the more frequent opportunities there would be for despatching letters, would greatly increase the extent of correspondence?—Undoubtedly.

6. And that the effect of that increase, which you then estimated might be about fivefold, would compensate for the loss of the revenue which would arise from the great reduction in the rate of postage?—No; I never contemplated that.

7. You contemplated a loss of 300,000*l.*; that is, that if your plan was completely carried into effect, it would compensate for the loss of revenue, with the exception of about 300,000*l.*?—Yes.

8. Mr. *Hawes.*] But within a certain period?—Yes; I have never attempted to fix any time. You use the term "stamped covers"; the stamped covers were at that time the only stamps spoken of, therefore I used the term repeatedly; but in the course of my evidence, as shown in one of the extracts read, I contemplated a variety of stamps.

9. *Chairman.*] The great advantage you expected to derive was from the simplification of the system of the Post-office, by dispensing with the complicated accounts between the Post-office and the various deputy postmasters in the country?—The great advantage that I expected to obtain was that advantage which the public would enjoy from the improved state of things. The effect upon the cost of the establishment I expected to result from the cause which you have named, the simplification of accounts. With that simplification, I considered it almost certain that a large increase of business might be accomplished in the Post-office without a proportionate increase of expense.

10. You stated, in a letter which you addressed to Lord Lichfield in January 1838, the outlines of your plan; are these the correct outlines which you stated, that there would be a simplification of the whole system of the Post-office by the introduction of an uniform low rate of postage, accompanied with a system of prepayment, which could be most easily effected by means of stamped covers, or by stamps to be affixed to the letters; that such a system would save a great deal of time on the part of the letter-carriers in delivering the letters from door to door, and that increased facilities, which you also contemplated, would add very much to the convenience of the public, and greatly increase the correspondence of the country; is not that an enumeration of the various points which were insisted upon by you?—Yes, I think that is a selection of the leading points of my plan.

11. Was it a necessary part of that plan that the system of prepayment

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should be compulsory?—In the course of my evidence I expressed an opinion to this effect, that it was very important that all letters should be prepaid; that I doubted the practicability of carrying such an arrangement into effect at once, but that, until that arrangement was carried into effect, considerable expenses must be borne by the department which might afterwards be avoided.

12. Mr. *Bramston.*] In the loss to the revenue of 300,000 *l.*, which you estimated as the probable loss, was the establishment of a post-office in every village included?—That was my estimate as the result of the adoption of every part of my plan, the establishment of a post-office in every village being part of that plan.

13. Mr. *B. Denison.*] You said that you calculated there would be a loss to the revenue of 300,000 *l.*, and that the increase of letters would be about five-fold or six-fold?—About five-fold. When I came before the Committee, I found that I could reduce the estimate to five-fold. My view was this; I calculated that a five-fold increase of letters would produce the same gross revenue as before, and I allowed for the increase of expenses 300,000 *l.*, from which it necessarily followed that the net revenue must be reduced by 300,000 *l.*

14. Mr. *Hawes.*] And the productiveness of that five-fold increase depended upon the whole plan, its general principles and the details founded upon them, being carried into execution?—Certainly. The second division is, "IMPROVEMENTS ALREADY EFFECTED."

1st. The uniform and low rate of 1 *d.* has been adopted as the general postage throughout the United Kingdom.

2d. Weight has been adopted as the only standard for increase of charge.

3d. By arrangements made with that view, the public have been brought into the habit of prepayment; double postage being levied where this is neglected, and facility being afforded by the introduction of stamps: this plan, however, though general, is not yet universal.

4th. Day mails have been established on most of the principal lines from London; in most instances, indeed, this was done previous to the adoption of my plan, though I must add that the earliest of them was established subsequently to my recommendation of such additional mails.

5th. One additional delivery has been established in London, and two additional deliveries in some of its suburbs. Again, in some of the provincial towns, an additional delivery has followed the establishment of day mails; to these may perhaps be added an additional delivery in some few other places. The additional delivery in London, and one of the additional deliveries in the suburbs, were established previously to the adoption of my plan; but all subsequently to its announcement.

6th. In regard to the foreign and colonial letters, the inland rates, as recommended in my evidence, have been greatly reduced; in some instances they have even been abandoned altogether.

7th. The sea rates on divers of the foreign and colonial letters have themselves been lowered.

8th. The privilege of franking has been abolished, and a low charge imposed on the transmission of Parliamentary Papers.

9th. Arrangements have been made to admit the registration of letters, though on a fee so high as to constitute a most serious obstacle to the use of the privilege.

10th. The use of money-orders, which was formally recognised, and placed on a more liberal footing about five years ago, and the amount of which was at once doubled by the introduction of the penny rate of postage, has again undergone a most important extension, by the adoption of a recommendation which I had the honour to make to the Treasury for the lowering of the money-order fees. The present fees, which were virtually fixed by the Post-office, are so moderate as to open the plan to general use.

11th. An especial arrangement has been made, whereby the ordinary limitation in the weight of packets to 1 lb. has been waived in favour of bankers' parcels and law papers.

15. Mr. *Baring.*] Can you state the date at which these improvements were carried into effect?—The whole I have read, I believe, was accomplished in the first year that I was at the Treasury—there were some reductions with respect to the foreign postage, and some very important reductions in the second year.

16. *Chairman.*]

16. *Chairman.*] Those did not form a part of the plan?—No, not part of the plan as it came before the Committee; and I think it better to confine myself to the plan announced to the Committee.

17. Mr. *Ricardo.*] But were not the arrangements as to the money orders made in the first year?—The system of the money orders was adopted in November 1840; the new improvements, as regards the registration, came into operation I think the year after.

18. Mr. *Baring.*] Can you state, of those measures that have been carried into effect, which have been carried into effect since the present Government?—I do not think that any specific measure of reform has been carried into effect since that period—yes, there have been some small reductions in the foreign rates, and recently very important reductions in the charges on French letters.

19. Have there been improvements in the day mails?—One of the two additional deliveries in the suburbs has been carried into effect recently by the present Government.

20. *Chairman.*] And the reductions in the foreign rate of postage?—Some of them have been effected since the change of government, and one important one since I left the Treasury.

21. Mr. *Escott.*] Have there not been additional deliveries on the western roads?—I spoke of additional deliveries connected with the establishment of day mails upon certain lines. I have no doubt that as regards certain towns on the western road, there were additional facilities established at the time the day mails were established upon that line. I know that it must have been so, though I cannot speak from actual knowledge of the fact.

22. Mr. *W. Patten.*] In stating the improvements which have been carried out, you do not allude to any increase in the number of post-offices in the country; was there no increase of post-offices during that period?—During the period immediately preceding the adoption of my plan, the establishment of post-offices in the country went on with a good deal of rapidity; but from the date of the adoption of my plan, very few, scarcely any, additional offices have been established. Some few have been established under a guarantee from the parties interested, that they would pay the whole additional expense. The whole additional expense, whether met by the increase of letters or not, is paid by the parties interested.

23. The experiment has been tried, has it not, of establishing offices without those guarantees in several parts of the country?—I cannot call to my recollection a single instance in which it has been done since the adoption of penny postage. I cannot say that it has not been done, but certainly it has not been done on any large scale.

24. Mr. *F. Baring.*] Were directions issued from the Treasury to the Postmaster-general before the general operation of your plan, that he should suspend proceeding upon the system of penny postage till some general arrangement had been made?—Yes. The general arrangement was made with all possible speed, but it has not been yet carried into effect. The third head is,

*Results of the Improvements already effected.*—In considering these results, it will be necessary to take into account the extreme depression of trade which existed when the penny rate was established, and has continued to prevail ever since; the very imperfect manner in which the plan has been carried into effect, the want of due economy in the Post-office, the well-known dislike to the measure entertained by many of those persons to whom its execution has been entrusted, and the influence such dislike must necessarily have had on its success.

*Number of Letters.*—The chargeable letters delivered in the United Kingdom, exclusive of that part of the Government correspondence which heretofore passed free, have increased from about 75,000,000 in 1838 to 207,000,000 in 1842. At the commencement of the present year these letters were at the rate of 219,000,000 per annum, or nearly threefold the former amount. The London District-post letters have increased from about 13,000,000 to 23,000,000 per annum, or nearly in the ratio of the reduction of the rates, notwithstanding that the additional deliveries on which I so much relied have not yet been established.

*Expenses of the Post-office.*—The increase of expenditure, as shown by the returns, is from 757,000 *l.* in 1839 to 978,000 *l.* in 1842, or 221,000 *l.*; of which about

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about a half is on account of the substitution of railway for common road conveyance, of money orders, and compensation for loss of fees, together with payments to foreign countries for transit postage, and the charge for conveying the letters of the Post-office itself, which last two are mere matters of account. These several items of expenditure have no connexion with penny postage, though some of them undoubtedly tend to augment the gross receipts of the Post-office. Making these necessary deductions, the increase of expenditure is about 15 per cent.; and, even including the whole, it is only 30 per cent., while the increase of letters and newspapers combined is about 100 per cent., and of letters alone nearly 200 per cent.; thus showing how much the plan, even in its present imperfect state, has, by introducing simplicity, tended to economy in the management of the Post-office. This view of the subject is strengthened by the consideration that much of the increased expenditure in salaries, &c. since the reduction of the rates has been made on the ground that such salaries were too low previously to the institution of the penny rate, and again by the undoubted fact, that economy has to a great extent been disregarded. Some idea of the influence of these circumstances may be derived from the fact, that tne cost of mail guards increased between 1836 and 1841 from 10,513*l.* to 28,627*l.*, though the number has increased only from 353 to 356, and ought, notwithstanding the addition of day mails, to have greatly diminished, first, because each railway absorbs the mails of several lines, and, secondly, because a guard can obviously travel much further on a railway than on a common road. The reason assigned for increasing the salaries of the guards, was the loss of fees in consequence of the railways; but the greatest increase is in Ireland, where, in 1841, the only railway in use was the short line from Dublin to Kingston. In Ireland, between 1836 and 1841, the number of guards having decreased from 85 to 77, the expense increased from 2,935*l.* to 7,656*l.*" (*Seventh Report of Commissioners of Post-office Inquiry*, p. 70, and *Parliamentary Return*, 431, Sess. 1841.)

It would appear, therefore, even on a superficial view of the case, that little of the increased expenditure is fairly attributable to penny postage; but it will be found on a thorough investigation of the subject, that there is good reason to doubt whether the introduction of penny postage, imperfect as it still is, has added at all to the expenditure.

The following is a statement of the Post-office expenditure for each year, from 1836 to 1842, inclusive, reduced to a state fit for comparison by being cleared of certain extraneous charges :—

| YEARS. | Gross Expenses. (a) | DEDUCTIONS. (b) | | | Compensations for Loss of Fees, &c. (f) | Expenses of Money-order Business. (g) | Net Expenses. | Increase per Cent. |
|---|---|---|---|---|---|---|---|---|
| | | Transit Postage. (c) | Packets. (d) | Post Office Postage. (e) | | | | |
| | £. | £. | £. | £. | £. | £. | £. | |
| 1836 - - | 704,768 | 14,217 | 119,358 | 804 | 11,606 | nil. | 558,783 | — |
| 1837 - - | 681,259 | 11,719 | 62,506 | 875 | 5,702 | nil. | 600,457 | 7·5 |
| 1838 - - | 669,756 | 10,122 | 2,595 | 1,079 | 12,072 | nil. | 643,888 | 7·2 |
| 1839 - - | 741,677 | 12,301 | nil. | 962 | 12,413 | 4,795 | 711,206 | 10·5 |
| 1840 - - | 846,691 | 25,547 | nil. | 10,944 | 12,694 | 8,784 | 788,722 | 10·9 |
| 1841 - - | 930,934 | 31,169 | nil. | 15,405 | 14,026 | 19,814 | 850,520 | 7·8 |
| 1842 - - | 966,759 | 39,002 | nil. | 19,340 | 14,797 | 29,463 (h) | 864,157 | 1·6 |

(a) Called in the Finance Accounts (p. 9) "Charges of Collection." Other payments are omitted as not properly forming part of the Post-office expenditure.

(b) See Finance Accounts.

(c) A mere matter of account.

(d) Since April 1837, the cost of the packets has been borne by the Admiralty; the payments were, to some extent, in arrears.

(e) A mere matter of account.

(f) For the most part a matter of account. The fees now go to the revenue.

(g) This is an estimate made on the assumption, which cannot be far from correct, that the expenses equal the receipts.

(h) The receipts, as stated in the Finance Accounts, exceed this sum, but they include five quarters for England and Wales.

It

It will be seen that the net expenditure of the Post-office had been rapidly increasing for at least three years before the adoption of the penny charge on the 10th January 1840; also that the rate of increase in 1840 was scarcely at all greater than in 1839, and only three and a half per cent. greater than in 1837 and 1838. The table shows that some unusual cause of increase was in operation in both 1839 and 1840; but this was mainly the establishment of day mails, the substitution of railway for common road conveyance, and the higher pay to the guards; this combination of circumstances added to the expense of the Post-office about 37,000 *l.* in 1839, and 29,000 *l.* more in 1840; they also made a further addition of 40,000 *l.* in 1841, in which year, but for this, the increase of expenditure would been less than three per cent.

I do not mean to imply that no part of the increase in 1840 was caused by penny postage; no doubt large, and I believe in many cases unnecessary additions were made to the establishment; this was permitted in the Treasury because an ample allowance of strength, during the transition at least, was considered the safe side; and it was expected that the surplus, if any, would be absorbed in meeting the after increase of business. But I very much doubt whether the new system is the cause of any considerable part of the present large expenditure in the Post-office. Indeed it will appear on an examination of the above table, that whereas the increase in 1839 as compared with 1836, that is to say, in the three years preceding the reduction in the rates, was 27 per cent., the increase in 1842 as compared with 1839, that is to say, in the three years following the reduction in the rates, was only 24 per cent.

It may perhaps be objected to this view of the case, that inasmuch as the year 1839 included one month of the fourpenny rate, some part of the additional expenditure of that year is attributable to the new system, and no doubt in a slight degree this may be true, but in so slight a degree as not to affect the results to any appreciable extent; indeed it appears on a comparison of the payments in the several quarters of the year 1839, that the last quarter (that which includes the period of the fourpenny rate) was really less expensive than either the second or the third.

There appears then reason to believe that if the old system of postage had remained undisturbed, the expenses might have been as great as they now are.

*Revenue of the Post-office.*—The gross revenue, exclusive of repayments, &c. was, in 1842, 1,578,000 *l.* or 67 per cent. (two thirds) of the amount of 1837, which in the Post Committee was adopted as the standard. The present gross revenue is about as great as during the fourpenny rate.

The gross revenue derived from the letters of the London District-post (heretofore the Twopenny-post), in 1842, appears on a careful estimate to be as great as that in 1836; this is the more remarkable when it is considered that, under the old system, a vast number of letters conveyed to and from the country by private hand, parcel, or frank, passed through this post, letters which would now of course be sent by the General-post.

The whole net revenue of the Post-office in 1842 was 600,000 *l.*

The growth of the Post-office revenue both gross and net is seriously affected by the reductions which from time to time are made in the foreign rates, and by the gradual substitution, on the part of the public in general, of prepaying at 1 *d.* for payment on delivery at 2 *d.*, and the net revenue is still more affected by the too frequent disregard of economy; still it has steadily increased, while every other branch of revenue has declined.

The falling off in the Post-office revenue, being a mere reduction of taxation, implies no loss to the community.

*General Revenue of the Country.*—The effect of penny postage on the general revenue of the country it is of course impossible to ascertain, especially amidst a depression so injurious to the revenue in every department; but it is remarkable that, notwithstanding the serious falling off in the Post-office revenue, no defalcation appeared in the general revenue during the first two quarters. The tendency of free communication by post to improve the general revenue of the country has been forcibly shown in the evidence of Mr. George Moffatt (*Third Report, Abstract*, p. 49); and Lord Ashburton gave his opinion to the same effect (*Evidence*, 8132).

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*Money Orders.*—As already stated, a great increase of money orders took place on the establishment of the penny rate of postage in January 1840; but a still greater increase took place on the reduction in the money-order fees in November 1840. These two causes, combined with the extension and improvement of the system, have increased the amount of money transmitted through the office more than 20-fold since the beginning of 1839, and the amount of fees, notwithstanding the great reduction in the rate of charge, has increased in the same time, as nearly as I can ascertain, about eightfold. The expenses of the money-order system are however very considerable, amounting, in my opinion, to nearly as much as the fees.

*Prevention of Breaches of the Law.*—The illicit conveyance of letters is in effect suppressed, at least as regards inland conveyance, except when, owing to imperfection in the Post-office arrangements, the law is broken to save time. The almost total removal of an habitual disregard of a positive law, habitual amongst all classes of society, must be regarded as a benefit of high social importance.

*Removal of the Causes tending to suppress Correspondence.*—The evils so ably described in the Third Report of the Select Committee on Postage (p. 20) are now for the most part removed; commercial transactions relating even to very small amounts are managed through the post; small orders are constantly so transmitted, and small remittances sent and acknowledged. Printers send their proofs without hesitation; the commercial traveller has no difficulty in writing to his principal; and private individuals, companies, and associations distribute widely those circulars, always important and often essential to the accomplishment of their objects.

The poor now begin to enjoy their share of the convenience. No longer debarred from the expected letter by the charge with which it is laden, or driven to redeem it by pledging or sacrificing their little goods, they are permitted to correspond at a cost so moderate, that it is borne with ease and cheerfulness, and thus they find access to affectionate intercourse with their distant friends, and to that information often so important for the bettering of their condition, sometimes almost necessary for the preservation of health, and even of life. Remarkable cases have come to my knowledge of most important advantages being enjoyed by individuals among the poor, for which they were immediately indebted to the low rate of postage. In short, it is a fact as gratifying as it is well ascertained, that it is in districts inhabited by the poor that the increase of letters is the greatest.

*Commercial and Social Advantages.*—Upon this subject it is the less necessary that I should enter on detail, because, as the sources of my information are equally open to the Committee, direct communication with my authorities will probably be preferred. I may mention, however, that I am in possession of various letters, showing some important benefits to commerce arising from the facility of communication and easy transmission of patterns and light goods; others, great advantages to literature, science, and friendly union, evinced by the transmission of scientific specimens, evinced, too, by the production of works and the formation of even large societies, to the existence of which, as their authors and promoters assure me, the establishment of the penny rate was an essential condition; and others again telling of pains relieved, affections cultivated, and mental efforts encouraged, by correspondence to which the former rates would have acted as an absolute prohibition.

As a specimen of this correspondence, I read the following letter from Professor Henslow. "Hitcham, Hadleigh, Suffolk. 16th April 1843: Dear Sir,—The observation to which you refer in one of my letters to the farmers of Suffolk, respecting the advantages of the penny postage, relates to a scheme of experimental co-operation for securing the rapid progress of agricultural science, which I have been suggesting to the landed interest. The practicability of such a scheme depends entirely upon the advantages offered by the penny postage. I have no other positive fact to produce, beyond my having attempted the partial working of such a scheme in the case of a single experiment, for which I invited (through the local journals) the co-operation of not less than 50 farmers. I have circulated 100 copies of a printed schedule, and could have circulated

circulated more if I had had them, containing directions how the proposed experiment should be tried. The mere suggestion of this scheme has involved me in a correspondence which I never could have sustained if it had not been for the penny postage. To the importance of the penny postage to those who cultivate science I can bear most unequivocal testimony, as I am continually receiving and transmitting a variety of specimens, living and dead, by post. Among them you will laugh to hear that I have received three living carnivorous slugs, which arrived safe in a pill-box. This very day I have received from a stranger (by post) a parcel of young wheat plants attached by the larvæ of some fly; and these having arrived in a living state, I can as readily hand them over to an entomologist for his inspection and remarks. That the penny postage is an important addition to the comforts of the poor labourer, I can also testify. From my residence in a neighbourhood where scarcely any labourer can read, much less write, I am often employed by them as an amanuensis, and have frequently heard them express their satisfaction at the facility they enjoy of now corresponding with distant relatives. As the rising generation are learning to write, a most material addition to the circulation of letters may be expected from among this class of the population; indeed, I know that the pens of some of my village-school children are already put into requisition by their parents. A somewhat improved arrangement in the transmission of letters to our villages, and which might easily be accomplished, would greatly accelerate the developement of country letter writers. Of the vast domestic comfort which the penny postage has added to homes like my own, situate in retired villages, I need say nothing.

"I remain, dear Sir, yours very faithfully,

"To Rowland Hill, Esq. (signed) "*J. S. Henslow.*"

I have a great deal of such correspondence; I cannot hope that the Committee would allow me to read the whole, but I have made an abstract which, perhaps, the Committee will allow me to read.—I think some results, very unexpected, will appear. Mr. Dent, the chronometer maker, mentions the facility in the transmission of watches through the post; the ordinary postage is 8*d.*; they go to remote places, where watches would not otherwise be purchased. He frequently receives watches to be cleaned; he receives four in a day. Mr. John Travers, the wholesale grocer, states that his correspondence is quadrupled, that his credits are shortened, that his payments are more quick and punctual, and his orders more numerous. Invoices are now despatched by post; he despatches 10,000 "Prices Current" per annum more than formerly. Samples are now despatched by post; increase of tea trade increases the duties, consequently the revenue. Mr. Charles Knight, the publisher, says, the penny postage facilitates the distribution of books; monthly lists of new books, formerly only sent to the London trade, now sent to the country booksellers; country booksellers have now parcels three times a week instead of once, small tradesmen once a week instead of once a month. Accuracy in books is promoted by cheap transmission of proofs to and fro, between author and printer; want of rural distribution prevents communication with important classes, such as the clergy, magistrates, poor-law guardians, &c. &c.

25. Mr. *E. Tennent.*] Mr. Charles Knight says, that the country publishers receive a weekly parcel instead of a monthly parcel: how is that change effected through the post?—It is effected, I believe, thus: that the parcel is not sent down except upon order from the country booksellers, and when the postage was high the wants of the booksellers were not attended to immediately, but they waited till there was an accumulation of books wanted, and then the order was sent off; now it comes once a week instead of once a month. The next is from Messrs. Pickford & Company; their postage, for the year ending March 1839, was on about 30,000 letters; in the year ending March 1843 it was on about 240,000 letters. Considering the number of enclosures now contained in one letter, it is estimated that, measuring by single sheets, the increase is from 30,000 to 720,000; increase of money paid for postage 33 per cent. Lieutenant Watson, R.N. states, that the penny postage has enabled him to complete his system of telegraphs. He has now telegraphs on many of the most important headlands of England and Scotland. Mr. Stokes, the honorary secretary to the Parker Society (a society that contains among its members nearly all the dignitaries of the Church, and many other influential men,

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among whom is the present Chancellor of the Exchequer) states that the society could not have come into existence but for the penny postage. It is for reprinting the works of the early English Reformers. There are 7,000 subscribers. It pays yearly from 200*l.* to 300*l.* postage: it also pays duty on 3,000 reams of paper. Mr. Bagster, the publisher of a Polyglot Bible in 24 languages, shows, that the revision which he is giving to this work as it goes through the press would, on the old system, have cost 1,500*l.* in postage alone, and that the Bible could not have been printed but for the penny postage; also that the penny postage has added to the accuracy, as he can now send revises to several parties. Mr. Manby, the secretary of the Society of Civil Engineers, states, that the collection and diffusion of scientific information has been vastly extended by the penny postage.

| | £. | *s.* | *d.* |
|---|---|---|---|
| In 1838 the postage of the Society was - - | 20 | 13 | 8 |
| In 1839 - - - - - - - | 18 | 5 | - |
| In 1840 (the first year after the reduction in the rate) - - - - - - - | 33 | 4 | 9 |
| In 1841 - - - - - - - | 47 | 17 | 11 |
| In 1842 - - - - - - - | 69 | 10 | 1 |

I now beg to read an extract from the Annual Report of the Edinburgh Education Society for 1840: "The evening school is attended by apprentices and young persons of both sexes. Among them is a mother of four children, some of whom are grown up and reside at a considerable distance from her. Allured by the cheap postage, and the laudable desire of being able to reply to the letters of her children, she resolved, at the age of 45, to learn to write. She has attended most regularly, along with a daughter, since the school opened, in September, and very few of the scholars have made greater progress than has this energetic woman." Mr. Peacock, a shopkeeper in Manchester, who is the founder of several institutions in Manchester for the education of the working classes, states, that immediately on the establishment of the penny postage, writing classes became crowded. The Reverend S. T. Mosse, curate of Ashbourne, raised 260*l.* by circulars asking for a shilling; which, in addition to a donation from himself, enabled him to purchase a dissenting chapel, and apply it to the use of the Establishment. Mr. H. J. Porter, of Tandragee Castle, county Armagh, in 1837 applied to the Postmaster-general for permission to send circulars gratuitously, to solicit subscriptions for the relief of the appalling destitution in the Highlands of Scotland. Permission was refused. In 1842 he collected, by post, 550*l.* for the Paisley weavers. He also collected 165*l.* for the relief of the families of 47 fishermen, lost in a snow-storm off the coast of Down. A letter from Miss Harriet Martineau contains an excellent description of the social benefits of the penny postage, but furnishes no facts for abstraction. The next is from Mr. Laing the traveller, from a recent work of his, entitled, "Notes of a Traveller." "The British Government has accomplished a much wiser and more effective educational measure [than the Prussian system], the only measure, perhaps, which, without giving umbrage to some political or clerical body or other, could have been adopted for the general education of the people; by the reduction of the postage on letters it has brought the use and advantage of education home to the common man, for it no longer costs him a day's wages to communicate with his family. This great moral improvement in the condition of the lower class extends the influences of advice, admonition, and family affection among them; the postage was in reality a tax upon these moral influences. The people will educate themselves, in a single generation, for the sake of the advantage this great measure has bestowed on education. A state machinery of schoolmasters, spread over the country, on the Prussian system, would probably have cost more than the sacrifice of revenue by the reduction of postage; and, owing to the clashing of religious parties, would never have become so effective in extending education. The means, in fact, of education—a neighbour to teach reading and writing were not wanting—were to be found in every parish, and the want of schools was a far smaller object than the want of any desire of the people themselves for education. The labouring class saw no advantage or benefit from it. This obstacle is overcome without interference with the religious opinions of any class or sect; and it will be found that already the business of schoolmaster in society is providing for itself,

itself, like that of the miller or the blacksmith, without any aid from Church or State. The supply will follow the demand in education, as in every other human want, and the demand will be effective in producing supply, just in proportion to the value and use of the article in ordinary life. This measure will be the great historical distinction of the reign of Victoria I. Every mother in the kingdom, who has children earning their bread at a distance, lays her head upon her pillow at night with a feeling of gratitude for this blessing. It is the great and enviable distinction of the late Liberal Ministry, that they carried this measure boldly into effect, without crippling its moral influence by reduction of a part only of this tax on the communications of the people."

To sum up, if we compare the opportunity now enjoyed by all with the privilege formerly confined to Members of Parliament, and remember that though no letters now go free, yet with a rate so low as nearly to approach free transmission, there is no limitation as to number, and but little as to weight; and remember again, that the franked letters became liable to charges if they passed through any provincial post, or the District-post of the metropolis, the charge in this latter case being double or triple the present rate; and remember again, that in letters for foreign parts or for the colonies the frank was of no avail, so that all were exposed to charges far above the present reduced rates; considering all these things, we shall scarcely overstate the case if we say that an advantage equal to the franking privilege is now extended to every member of the community. That is the close of the section as to the results that have been derived.

26. Viscount *Ebrington.*] Was the increase of expense in salaries to the guards consequent upon the substitution of salaries for fees from passengers?—That was the reason assigned for the measure—as I have stated.

27. Mr. *Cripps.*] The guards used to have half-a-guinea a week?—Yes.

28. Mr. *F. Baring.*] With respect to the guards, when the conveyance by railroad took place at the recommendation of the Post-office, and before you were connected with the Treasury, the new guards were appointed at salaries without fees?—Yes.

29. In consequence of that, it was found that the general guards lost their fees, the public in many places not being willing to pay fees; and in addition to that, having the recommendation of the Commission to abolish fees, the Treasury carried the principle of abolishing the fees and paying the guards entirely by salary; was not that the fact?—The exact state of the case, I believe, is this: the Postmaster-general, applied for authority to pay the railway guards in salaries, inasmuch as it was clear that they would have no chance of obtaining fees, and that authority was given by the Treasury; some time afterwards the Postmaster-general made a second application to the Treasury, stating that on certain lines of road, owing to the competition of the railways, the number of passengers by coaches was greatly reduced, and that, consequently, the guards had lost many of their fees; and he asked permission, in certain special cases where the guards were not employed upon railroads, but upon coaches, to put them upon the same footing as railway guards. This permission was granted by the Treasury, and upon that permission, in the course of a year or two, all the guards in Ireland, without exception, were advanced to the new scale, and many of those in England.

30. Mr. *Wallace.*] That is, to be paid salaries?—To be paid salaries, with the understanding that they were not to receive fees.

31. *Chairman.*] If I compare the statement you have just given of the parts of your plan which have been carried into effect with the enumeration to which I have already alluded, contained in your letter to Lord Lichfield in 1838, it would appear that almost the whole of what you then recommended has been already carried out; viz. the uniformly low rate of postage, the prepayment, the increased facilities in the delivery from the saving of time on the part of the letter-carriers, and additional facilities given by day mails?—The increased facilities which I contemplated, as will appear from the extracts which I have read from my evidence, go beyond those which result from the mere increased rapidity of delivery of letters. I contemplated much more frequent deliveries, as well as more rapid deliveries, and much more frequent despatches of letters.

32. In enumerating what has been carried into effect, you stated that there has been an additional delivery of letters in the large towns, and one additional delivery in the London district?—I have stated that there have, I believe, been additional

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additional deliveries in some large towns; I have not stated that there have been additional deliveries in all large towns, for I know that there have not.

33. But to a certain extent all the points that you wish to have adopted have been carried into effect, have they not?—To an exceedingly small extent, incomparably less than the extent which I contemplated, they have been carried into effect.

34. To what extent did you contemplate additional deliveries in large commercial towns?—I contemplated that they should be carried to such an extent as the convenience of the public should require; that between any large town and its suburbs, for instance, there should be three or four deliveries in a day, according to the magnitude of the town; such a town as Manchester, I think, should have three or four deliveries from its suburbs every day; whereas I believe there is at present only one.

35. Do you give that answer without reference to the additional costs of such additional deliveries; suppose the additional costs should be much greater than any revenue to be derived from the increase of letters, do you still consider it would be expedient for the convenience of the public that that cost should be incurred?—I can scarcely answer the question, because I feel certain that the increase upon the letters would far exceed the increased cost if that increased cost were carefully and economically regulated.

36. You have stated in enumerating what have been the results of your plan, that great benefits have been derived from it notwithstanding the imperfect manner of carrying it into effect?—Certainly.

37. Which you attribute in the first place to dislike, on the point of the department more especially charged with carrying the plan into effect, and a disregard of economy on the port of the Post-office authorities; are you prepared now with any specific instances of disregard of economy, or of marked dislike on the part of the Post-office which have materially obstructed the carrying out of those parts of your plan which you recommended?—I am not in that state of preparation which I desire to be with a view to entering on that subject; but if it is the desire of the Committee I can state some instances which occur to me now; at the same time, perhaps, the Committee will permit me to say, that the subject of the Post-office is one of enormous extent; that I have to encounter in this investigation a number of gentlemen in the Post-office, each placed at the head of a department, with a staff of officers below him to assist him in collecting information: therefore, the Committee will perhaps permit me to say, that some little preparation on my part is almost absolutely necessary. If the Committee will have the goodness to indicate on one day the division of the subject upon which they would desire to examine me on the following day, I will undertake to come in a complete state of preparation; but unless I have that notice, I fear I could not come before the Committee in a state of readiness.

38. Then the Committee are to understand that you have not made the charge of disregard of economy and a dislike of your plan which have impeded its adoption on the part of the Post-office, without having the means in your power of proving those charges?—Most assuredly not.

39. And that you will be prepared on a future day to go into those charges in detail?—I shall be prepared on a future day to go into those charges, as far as the nature of the subject admits; but the Committee will do me the justice to remember, that I have not been placed in direct communication with the Post-office, and therefore the great probability is, that many impediments have been thrown in the way of which I am not cognizant, and still less in a position to prove.

40. There are some which you can prove?—There are.

41. What evidence have you that a great increase of the number of letters comes from those districts of the country which are inhabited by the poorer classes?—This evidence—that when in communication with the Post-office, I was informed by Mr. Smith, the gentleman who is at the head of the District-post (and to whom I feel myself under obligations for much information, and of a very exact character) that it had been observed in the Post-office that the greatest increase had taken place in the poorer suburbs of London; that increase being indicated by the number of letters collected at the receiving houses.

42. That information applies then to the London districts only?—The information applies to the London districts only.

43. Mr. *Hawes.*] That is to say, the information upon which you speak?—Yes; but I have other evidence which leaves in my mind no doubt that similar results have taken place elsewhere.

44. It must be the same in large towns?—It must be.

45. Mr. *F. Baring.*] Could you frame returns, which the Post-office might furnish, with a view of getting at that fact?—Certainly.

46. You stated that there was a disregard of economy, and you stated the same also with reference to the Treasury; in all those cases in which the Post-office, at the first carrying of your plan into operation, stated that they thought it absolutely necessary that some assistance should be given them for the actual doing of the work, whatever your opinion was, did I, on the part of the Treasury, sanction the addition required by the Post-office, with a view that there should be no doubt that they had enough hands to carry the plan into operation; was not that so?—I am not aware that I have accused the Treasury of any want of economy. The answer to the remaining part of the question is this: that most assuredly, so far as I am aware of the circumstances which influenced the Treasury in its decision upon the many applications from the Post-office for increased expenses, the Treasury did make those allowances under the impression that it would be the safe side, in the first instance, to give to the Post-office an ample amount of strength; and I beg to add, that in that view of the subject I myself entirely concurred.

47. In many of those cases, you were of opinion that it was by no means necessary to have the additional force?—I was of opinion, in many instances, that the specific addition applied for was unnecessary, but at the same time I felt quite satisfied that the safe side was to give additional strength in the first instance, and therefore I believe that I did not to any very great extent urge the objections to that increase.

48. But with reference to any economy that might be brought into effect by your arrangements, the Treasury, with your concurrence, postponed those considerations till they should have carried the system of penny postage into effect by providing an additional quantity of force?—Certainly.

49. Therefore the reduction of expense which might have been expected was postponed till a subsequent time?—Certainly.

50. *Chairman.*] Did you not always anticipate that a great increase of establishment would be required in consequence of the increase of business?—For a fivefold increase of letters I supposed that an increased establishment would be necessary.

51. Did you form any estimate of the extent to which that should go?—I formed an estimate in money only; I allowed about 300,000*l.* for the further expenses of the establishment.

52. And you formed no estimate of what would be the additional strength at the head office in St. Martin's-le-Grand?—No, I did not attempt to go so much into detail.

53. Have you personally visited the head office at St. Martin's-le-Grand, so as to make yourself master of the detail?—Repeatedly.

54. How frequently have you visited that since your connexion with the Treasury?—I think I have been there five or six times, but not always into one department; sometimes one department and sometimes another.

55. Have you made so minute an examination of the establishment at the head office in St. Martin's-le-Grand, and of the manner in which the business is there conducted, as to enable you to form any opinion whether they could reduce the number of officers employed?—Most assuredly I have; but the opinion which I have formed of the practicability of reductions rests rather upon the statement of the office itself than upon my own observation.

56. Mr. *Escott.*] You say that the effects produced by the penny postage system are, that there has been an increased expenditure and a loss to the revenue; you think also that those two evils would have been less had your whole plan been carried into effect; will you come prepared on another day with a specific statement of what has been done and what in your opinion ought to be done to remedy those evils?—I will come prepared with the most detailed statements that I can make; at the same time, the Committee will, I trust, allow me to state, that being now cut off from the means of obtaining information, it would be out of my power, altogether, to sit down and draw a complete and detailed plan for remedying all the evils. I think I shall be able to go into

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quite as much detail as the Committee will consider desirable, and I will of course do my best.

57. Mr. *Cripps.*] You will be able to furnish something like accurate data of the sums of which the 300,000 *l.* is composed, which you say you allowed for the increased expenses of carrying out your plan?—I cannot give the items in more detail than they have already been given in the Report of the Postage Committee.

58. Mr. *Hawes.*] You have been asked a question, as to whether or not the greater number of your recommendations have been carried into effect; has the simplification of accounts generally in the Post-office, as between the Post-office and other subordinate offices, been carried into effect at all?—Much simplification would, of course, result from the circumstance of a very large proportion of the letters being prepaid; but a great deal of complexity, and as I think unnecessary complexity, remains.

59. Which has not been hitherto remedied?—No; indeed in some respects the accounts are even more complex than they were, inasmuch as a third class of letters has been created by the use of stamps.

60. What was the communication made to you respecting the increase of the number of letters in the poorer districts of the metropolis?—It was at the time I was at the Treasury, and in frequent communication with the gentlemen of the Post-office; it was not a written communication, but in conversation; I think it was in the year 1840.

61. Was or was not that information made the foundation of any recommendation for increasing the number of deliveries in any one or more large towns?—No, I do not think that it was made the foundation of such recommendation—it certainly does not rest entirely upon that basis.

62. With reference to the increase of the number of deliveries, you have been asked whether you kept in mind also the expense of such increase?—Most assuredly I have done so.

63. Is or is it not a rule, that would ascertain the maximum amount of convenience to the public, that the increase in the number of deliveries to the public would on the whole be found coincident with the maximum amount of revenue to be derived to the Post-office?—There is, of course, a limit beyond which you cannot go; but all that I can say is, that in my opinion, we have not yet reached that limit, or made any very near approach to it. My opinion very decidedly is, that for the present, the number of deliveries may be considerably increased, not only with convenience to the public, but with advantage to the revenue.

64. That would be a good general rule, subject always to previous inquiry as to the expense to be incurred?—Certainly, but it does not necessarily follow that there would be increased expense in all cases. I am of opinion that in London, for instance, the deliveries may be made hourly, with scarcely any additional expenditure, and without increasing the labours of the men; and I have submitted to the present Board of Treasury a detailed plan for effecting both those objects.

65. *Chairman.*] By the consolidation of the two descriptions of letter carriers and sorters?—Chiefly by that means.

66. You were asked, whether the accounts between the Post-office and the deputy postmasters had been simplified; you stated that additional complexity had been introduced into them by the introduction of a third class of letters, namely stamped letters; what are the other classes?—The prepaid letters, and the unpaid letters, in addition to the stamped letters; there are now three classes.

67. In what way could that complexity be removed?—One great step towards its removal would be taken by abolishing money prepayment, which is a measure that I have long ago recommended; that is, confining the choice to the use of stamps or sending the letters unpaid.

68. So long as it remains optional either to prepay the letters or to transmit them by post unpaid, can any greater simplification take place in the mode of accounts between the Post-office and the deputy postmasters in the country?—Certainly, a great step towards simplifying the accounts may be taken by the abolition of the moeny prepayment, still leaving the alternative of using the stamp or sending the letters unpaid; at the same time, I should not wish to be understood by the Committee to mean that I think it necessary to continue the alternative

alternative of sending the letters unpaid; it must be continued for a time, but eventually I believe it may be got rid of as regards inland letters.

69. Mr. *Tennent.*] You have stated that you anticipated that one of the prominent results of your plan would be an increase to the extent of about 500 per cent. in the transmission of letters, but that there would be an increase to the amount of 300,000 *l.* a year to the expenses of the establishment; in fact, an eventual loss to that amount to the Post-office revenue; you have stated that you looked to replace that loss by the augmented facilities and impetus that would be given to the commerce of the country, which would exhibit itself in the revenue arising from other departments. It seems that the increase up to the present moment has been from 75,000,000 of letters in 1838, to 207,000,000 of letters in 1842, or as far as 1843 has gone, to 219,000,000 of letters, so that the commerce of the country has already gained the advantages derivable from your plan to the extent of three-fifths of the entire that you have ever held out. In one of your answers to the Committee you have stated, that nevertheless, in speaking of the effect upon the revenue, the Post-office revenue has been gradually increasing in each year since 1839, and all the other branches of revenue have been decreasing; it would appear, then, that notwithstanding the increased facilities thus communicated to the country, to the extent of three-fifths of the entire that you have ever held out or promised, there has been no corresponding result in a consequent improvement; at least none, as tested by the revenue, arising from the other departments depending upon trade; is that a result which was unexpected by you, so far as the experiment has been tested?—I have not stated that I expected an increase in the letters of 500 per cent., but that I expected an increase to fivefold; that is, by the addition of fourfold. But this statement was made at a time when very little information on the subject existed, either in or out of the Post-office. My rule throughout has been rather to understate than to overstate my case. I now find that an increase of less than fivefold will accomplish all that I anticipated; an increase to fourfold, and very little more, will sustain the gross revenue. I have not stated that there would be an increase of 300,000 *l.* in the expenses of the establishment; but I have, in my estimates, intending to make very ample allowance, put down 300,000 *l.* for the additional expenditure of the Post-office generally. Again I must appeal to my previous statement. I have nowhere, that I am aware of, stated that an increase of 300,000 *l.* would exhibit itself in the other branches of the revenue. I have stated that I believed that the effect of cheap postage would be to increase the other branches of the revenue to the extent of 300,000 *l.*; but if there happen at the same time to be in operation causes which bring down the other branches of the revenue, to the extent of 3,000,000 *l.*, of course that result is overwhelmed, and does not appear in the account. It appears to me impossible, upon a revenue of 50,000,000 *l.*, to detect the operation of any cause acting to the extent of 300,000 *l.*; it must, in fact, be inferred from *à priori*, not *à posteriori* evidence. I think I have now answered the whole question: the effect has been overwhelmed by other causes.

70. Mr. *Hawes.*] You did not foresee the imposition of the income tax?—No.

71. Mr. *Escott.*] You anticipated that there would be some deficiency in the Post-office revenue from the adoption of the penny postage; you thought also that that might probably be made up by an increase in other branches of the revenue; you have been disappointed in that expectation; is that so?—No, I cannot admit that I have been disappointed: in the first place, the plan has not been carried into complete operation, and therefore I must protest against any inferences being drawn from actual results. The plan is not yet introduced; we do not know what the result will be yet: in addition to that, I must add, that upon so large a revenue as that of the whole country, it is impossible that the influence of such a cause of increase could manifest itself. It is very possible that the general revenue might have greatly increased, instead of decreasing; but I should have thought it very unfair under such circumstances (and so probably would the Committee) for me to have claimed the merit of all that increase.

72. Then that only proves that that sort of calculation is not worth very much?—That sort of calculation cannot be tested by reference to ascertained facts; we can only infer it from evidence *à priori*. The next head is,

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*Comparison of Results with Anticipations.*—As strictures have been made upon the expectations held out by me to Parliament and the public, I shall here enter upon some comparison between those expectations and the actual results. I hardly need premise, that it was impossible for calculations, under circumstances so novel, and with information so limited, to attain exactitude. To show how difficult it would have been, even with every advantage, to approach the truth, I beg leave to lay before the Committee some of the anticipations entertained by some among those to whom the sources of information were open. At the same time, in justice to the Post-office, I most willingly admit that the advantages of certain of the measures which I proposed were readily allowed by some of the gentlemen of the establishment.

1st. With regard to that habitual breach of the law, which notoriously existed to so great an extent under the old system, and which now is undeniably in effect suppressed, Colonel Maberly was of opinion that evasion was inevitable, adding, that the only method of check which appeared to him at all practicable would be a right of search, (2883. 2898.) He represented the difficulty of paying a low rate as equal to that of paying a high rate (10852–3); and he said, "There always must be evasion, inasmuch as the smuggler must always beat the Post-office, whatever rate of postage is imposed." (2883.)

2d. The genuineness of the stamps passed by the Post-office, notwithstanding some few difficulties in the commencement, is now quite unquestioned, and of course the Post-office has little trouble in examination, beyond what is needful to secure that the number of stamps be proportionate to the weight of the letter. Mr. Bokenham, the chief of the Inland Department, on the other hand, doubted whether examining the sufficiency and genuineness of the stamps would not be more than equivalent to the duty of taxing (1412–17), that is, of determining and marking the charge upon the several letters according to the distance of their destination and the number of their enclosures. Colonel Maberly confirms the alarm on the subject of forgery, by observing that the rapidity of their operations would prevent their adopting any precautions against the forgery of stamps (3167), adding that the practical officers "state that it would be perfectly impossible to depend in any shape on the Post-office for the detection of forgery" (3179).

3d. Charge by weight, instead of by enclosure and weight combined, it will not now be denied has been attended by at least no increase in trouble; Mr. Bokenham, however, stated, that charging by weight would occupy double time. (1365–72.)

4th. Uniformity of rate, which is universally found so great a convenience, and has given universal satisfaction; and prepayment, which the public has without compulsion almost universally adopted; and both of which have operated so beneficially in diminishing trouble and expense in the Post-office, were held up as of very little avail to the promotion of either facility or economy, and as certain to encounter public hostility.

Thus Colonel Maberly was of opinion, that compulsory prepayment would have very little effect in reducing Post-office expenses (3076), and thought that the universal adoption of stamped covers would not much facilitate the deliveries (3132).

Again he thought that the expense of the Post-office was not at all increased by the great number of rates of postage (2982), the number of single inland rates being at the time, as elsewhere appears, no less than 40. And Mr. Bokenham, after stating that it took some years to become a good taxer, gave it as his opinion that if the rate were uniform, a clerk would not learn in less time (1552–4. 1571.) And to show that uniformity of charge would not facilitate Post-office operations, he said, "it is quite as easy to make 20 different taxes as to make them all the same" (1375.)

Again, Colonel Maberly thought the public would object to paying in advance whatever the rate (10932–3). Uniformity of rate he deemed desirable, but impracticable (10939). Most excellent for foreign postage, but impracticable for inland postage (3019–3051). Thought the public would object to uniformity of rate, arguing that because objections had been made to different rates for the same distance, they would therefore be made to a uniform rate for different distances (3020–3029).

In reply to the question, "Would the man who had paid 6*d.* for his letter and has to pay only 1*d.*, complain because he paid as much as the man whose letter

letter came a longer distance?" He answered, "I think he would; I think he would want to pay only a farthing" (10944). So strong indeed was his apprehension of public hostility, that he made the following declaration: "My impression is, it (a uniform rate) would not be practicable in this country, consistently with that regard to public opinion which a popular government must always entertain" (3031).

5th. Relative to increase in the number of letters and the fiscal effects of the change, Colonel Maberly was of opinion that the poor were not disposed to write letters (10851); and Mr. Lawrence, the assistant secretary, "thought there were quite as many letters written then as there would be even if postage were reduced" (1035). Again, Colonel Maberly, after stating that he "considered that every experiment that had been made (in the Post-office) had shown the fallacy of Mr. Hill's plan, and that it appeared to him a most preposterous plan, utterly unsupported by facts, and resting entirely on assumption," added, "if postage were reduced to 1 *d.*, I think the revenue would not recover itself for 40 or 50 years" (10907–11). He also gave it as his opinion, that in the first year the number of letters would not double, even if every one were allowed to frank (2945. 2949).

It is scarcely necessary to remind the Committee that at the 1 *d.* rate, even amidst a depression of trade, greatly interfering with any reasonable calculation, the number of letters considerably more than doubled in the course of the first year, and is now nearly threefold.

6th. Relative to the increase in Post-office expenses consequent on the plan, and to the increase in the number of letters necessary to sustain the revenue, Mr. Bokenham having stated that the payment to the receivers in London was from 10 *l.* to 40 *l.* per annum, Mr. Holgate, the next in authority, added, that if Mr. Hill's plan were carried into effect, he did not think any tradesman could be got to receive letters "under 100 *l.* a year." (1654–5,) Mr. Louis estimated that the adoption of the penny rate would cause a loss of from 7 *d.* to 8 *d.* per letter (1990). The total injury so supposed to be sustained, is found by calculation to amount to about 2,400,000 *l.* per annum, or somewhat more than the gross revenue of the Post-office at the time. The hopelessness, too, of obtaining a revenue from a penny rate, is supported by a statement of Lord Lichfield, who had ascertained that each letter costs the Post-office "within the smallest fraction of 2 ½ *d.*" (2795), by which calculation, if we could suppose the cost per letter to remain the same, the penny rate must entail an expense twice as great as the amount of its produce. Again, Lord Lichfield stated as follows: "He (Mr. Hill) anticipates only an increase of five and a quarter fold; it will require 12-fold on our calculation, and he does not say that he expects any thing to that extent. Therefore, if it comes to that point, which is right, and which is wrong, I maintain that our calculations are more likely to be right than his" (2821). It is now demonstrable that the increase necessary to sustain the gross revenue, the point in debate, is little more than fourfold. On the 12-fold theory, however, Lord Lichfield said, in his place in Parliament, "the mails will have to carry 12 times as much in weight (on Mr. Hill's plan), and therefore the charge for transmission, instead of 100,000 *l.* as now, must be 12 times that amount. (*Mirror of Parliament*, vol. 13, p. 833.) So unfavourable indeed were the late Postmaster-general's views on the whole subject, that he said, "Were the plan adopted, instead of a million and a half of money being added to the revenue, after the expenditure of the establishment was provided for, he was quite certain that such a loss would be sustained as would compel them to have recourse to Parliament for money to maintain the establishment."—(*Hansard*, vol. 39, p. 378.)

*Comparison of Results with Mr. R. Hill's Anticipations.*—In what I have said, it is implied that I was decidedly in favour of charge by weight, and that I insisted strongly on the advantages of a uniform rate of postage; further, that I gave it as my opinion that the public would be willing, under the contemplated circumstances, to pay postage in advance; that the illicit transmission of letters would in effect cease on the reduction of the postage, and that postage stamps would prove convenient and acceptable to the public as a means of prepayment; that they would be inexpensive to Government, and that they would facilitate the operations of the Post-office. The realisation of my anticipations on all the former points is too well known to need further comment. That they were correct on the last is proved by the following facts:

 1st. That

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1st. That though it is perfectly optional with the public to use stamps or not, they are applied to a considerable majority of the prepaid letters.

2d. That their manufacture, carriage, and vending cost the Government only about two per cent. on the gross proceeds of the stamps.

3d. That it is now admitted by the practical officers of the Post-office, that the exclusive use of stamps as a means of prepayment would facilitate their operations.

I also anticipated that the increased opportunity of communication consequent on the adoption of the plan, would produce great moral, social, and commercial advantages, and would prove particularly acceptable and beneficial to the poorer classes. Further, that the deficiency reckoned upon in the net revenue of the Post-office would eventually be made up by increased productiveness in other fiscal departments.

With respect to the first class of advantages, I have already made some important statements, and doubtless much more will appear in evidence before this Committee; the latter anticipation could not of course be realised under a depression which has sunk the revenue in almost every department. Whilst, however, this beneficial effect may still be looked forward to in the ultimate event, there is reason to believe that even already the change, however unable to counteract general calamity, has at least exerted some influence in the right direction.

I calculated on eventually obtaining the same gross revenue as in 1837, and that to effect this a fivefold increase of letters would suffice. Of course this calculation, which had no reference to immediate consequences, was founded upon the supposition, yet unrealised, that the plan was to be adopted in its integrity; it rested also upon the circumstances of the country remaining in their ordinary state, and neither did nor could anticipate the season of calamity which has ensued. In 1842, however, the gross revenue was fully two-thirds the former amount, and it is steadily increasing. Again, there is now no doubt that little more than a fourfold increase of letters will suffice. That such is the fact will be shown by the following statement:

The gross revenue of 1842 was 1,578,000 *l.*, which must be increased by 48 per cent. in order to raise it to an equality with the gross revenue of 1837, which in the Committee was taken as a standard. The number of letters delivered in the United Kingdom in 1842 was about 209,000,000, which increased by 48 per cent. becomes 309,000,000, or little more than four times the number of chargeable letters delivered in the United Kingdom before the reduction of the rate.

In January 1843 (the date of the last return) the number of letters delivered was at the rate of about 221,000,000 per annum, or almost exactly three times the former number.

Finally, I calculated that in consequence of the simple and economical arrangements proposed, the fivefold increase in the number of letters would involve an addition of not more than 300,000 *l.* per annum to the expenses of the Post-office, consequently that the net revenue would fall from about 1,600,000 *l.* to about 1,300,000 *l.*; and I gave a table (*Post-office Reform*, 3d. edit. p. 67) showing that the net revenue which might be anticipated from a threefold increase of letters was 580,000 *l.* It appears that from a somewhat less than threefold increase in 1842, the net revenue was 600,000 *l.*, even under the present costly management.

73. Mr. *Hawes.*] Are there any circumstances which distinguish the effect of a defalcation of Post-office revenue, produced as it has been by reduction of rate, from a defalcation produced by a reduction of consumption in other branches where the rate remains the same?—Where diminution of amount in any branch of revenue is produced simply by lowering the tax, the difference between the new and the old amount remains in the pockets of the people, and may be extracted by new taxes, or spent in modes which will absorb a large portion of it in old ones. Where the defalcation is produced by diminished consumption, diminished means of enjoyment on the part of the public may not unreasonably be inferred; and in that case, the fund to be drawn upon by new taxes does not exist. In the former case, the loss which the nation sustains in its capacity of receiver of the revenue is balanced by the saving which it makes in its letter-writing capacity; in truth, it is much more than balanced. Under the old system, the average postage of a single inland letter was about 6*d.*,

6 *d.*, which would give a reduction of six to one; but as a penny letter will now carry several enclosures, it is a more valuable article to the public than the sixpenny letter was, which was confined to one sheet. If, therefore, instead of a reduction of six to one, I call it a reduction of nine to one, I believe I do not over-estimate the practical advantage of the change to the public. Now, the loss of net revenue being from 1,600,000 *l.* to 600,000 *l.*, is over-estimated at three to one; and therefore while the public have been losing revenue at the rate of three to one, they have been gaining convenience at the rate of nine to one; while the lost revenue remains in their pockets, open to the fiscal operations of the Chancellor of the Exchequer.

74. Did you adopt the penny rate with the object of ultimately producing a larger amount of net revenue than could be, in your opinion, expected from a higher rate?—No, my object was not to obtain the greatest possible amount of money profit from the Post-office, but to give the greatest amount of convenience to the public which could be obtained without any great permanent sacrifice of revenue as it then stood. It has been thought by Lord Ashburton, Lord Sandon, and Mr. S. J. Loyd, whose authority on such subjects is entitled to great respect, that the Post-office cannot be legitimately made a source of revenue at all; and I have Lord Lowther's authority for saying, that in the original institution of the Post-office, revenue scarcely formed any part of the object in view. In framing my plan, I did not venture to act on such a principle, whatever may have been my opinion of its soundness in a very large consideration of the subject; but my object being the maximum of convenience to the public, other things remaining nearly as before, the penny rate was fixed upon as the best suited for the attainment of this object; if, therefore, it should also happen that it is the rate best adapted ultimately to produce the largest amount of money profit, such a coincidence would be the result of accident, and not of design. My experience, however, in Post-office affairs since the year 1839 has led me very much to doubt whether the penny rate, under judicious management, may not be the best, even with exclusive reference to money profit, in a long course of years.

Notwithstanding rumours out of doors, I can hardly suppose an intention really exists in any quarter to enhance the rate. In the debates in 1839, there were no advocates for any other rate. The present Chancellor of the Exchequer on the 5th of July 1839, Mr. Goulburn, in the course of the debate, said, "After reading the Evidence, I admit that it was with no little surprise I found the Committee proposing a postage of 2 *d.* instead of 1 *d.* In my mind the whole tendency of the Evidence went to show that in all transactions having reference to postage, the slightest possible augmentation was calculated to defeat the whole measure; at all events the Evidence produced the impression that a twopenny rate would certainly fail, but that a penny rate might possibly succeed.' But of this I am confident, that there is a far better chance, by adopting the 1 *d.*, than by taking the modification proposed by the Committee. Further, I am convinced that this is an experiment which cannot be made partially or in a limited district. We must play like gamblers for a large stake and at a great risk, for the risk, though great, is small in comparison with the possible gain. So far with regard to the views of the right honourable gentleman (the Chancellor of the Exchequer) with respect to the measure which is to be introduced, and to which I am prepared to give my concurrence."—*Mirror of Parliament*, Sess. 1839, p. 3681.

And on the 12th of July 1839, Mr. Goulburn further said, "My view in this respect is, that the loss would be greater under a twopenny rate than under a uniform rate of one penny."—*Mirror of Parliament*, Sess. 1839, p. 3906.

If however the rumour should be well founded, that the rate is to be augmented to 2 *d.*, I am far from saying that the immediate result would not be an increase of revenue, for a habit of correspondence has now been formed by the great cheapness of postage which, though it would no doubt be immediately checked by a rise of price, would not be immediately destroyed; and until it was destroyed the twopenny rate would enjoy an apparent advantage, which in truth would be referable to the previous existence of the penny rate.

*Mercurii, 5° die Julii,* 1843.

MEMBERS PRESENT.

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| Mr. F. Baring. | Mr. Gibson. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. Wilson Patten. |
| Mr. Cripps. | Mr. Ricardo. |
| Viscount Ebrington. | Mr. Trotter. |
| Mr. Escott. | Mr. Wallace. |

SIR GEORGE CLERK, BART., IN THE CHAIR.

*Rowland Hill*, Esq. called in; and further Examined.

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75. *Chairman.*] WILL you have the goodness to proceed with your statement?—There are two short papers I wish to submit to the Committee, to complete the account of the results which have been obtained from penny postage, so far as the plan is as yet introduced. The first is on the subject of GOVERNMENT POSTAGE: "Amongst the mistaken apprehensions connected with the introduction of penny postage, is an impression that the revenue derives a large apparent increase from payments on account of Government postage. All the Government letters being now chargeable, it is imagined that previously to the change they were all carried free. This, however, is far from being the fact. Under the old system, several of the Government offices paid the whole of their own postage, very few departments being entirely exempt from such charges, and all payments being of course at the higher rates (*Second Report, App.* p. 114). The total amount paid by those offices which were charged with all their postage, was no less than 63,000*l.* per annum (*Second Report, App.* p. 115). What the remaining offices paid is not upon record; but as their charges were for certain foreign postage, the amount was doubtless considerable. For want of accurate knowledge on this subject, it is impossible to establish any exact comparison between the present and former official payments. It may be pointed out, however, that the annual postage expenses of the three departments, Customs, Excise, and Stamps and Taxes, were reduced by the change from about 60,000*l.* to about 4,000*l.* And again, that about one-fourth of the present whole Government postage has accrued quite independently of penny postage, having in fact arisen, as appears by the accounts (*Return to Lords*, 64, 1843) subsequently to the year in which penny postage was brought into full operation. Such increase, therefore, must either be merely apparent, arising in that case from a more complete system of accounts, or if real, must result from an actual increase in the amount of Government correspondence; a fact which is of course no way attributable to Post-office arrangements, and which cannot in any way affect the comparison between the former system and the present one. If it be contended that this increase in Government correspondence does produce a corresponding increase in the net revenue of the Post-office, it may be replied, that it is not for those who treat the Post-office as a losing concern, to speak of the Government correspondence as profitable, or even remunerative, seeing that it is impossible that the correspondence of the public should be a source of loss, and at the same time that of the Government which, from the letters being weighed in bulk, is in effect at a lower rate, a source of profit. Taking all these circumstances into consideration; seeing that an account, confessedly very incomplete, records that the Government payments, previous to the change, amounted to no less than 63,000*l.*, it may be doubted whether any very serious increase in the amount of payments resulted from the change; at all events as regards inland postage, which it is now attempted to depreciate,

depreciate, there is documentary evidence which shows, that instead of an increase in these payments the change has been followed by a positive decrease; for whereas all, or nearly all the sum of 63,000*l.* recorded above, was for inland postage, the present Government payments to that department, as shown by late returns, are only 47,000*l.* In the Return, 201, 1843, indeed, the amount is stated at upwards of 66,000*l.*; but this includes the postage of the Post-office itself, viz. upwards of 19,000*l.*, which, being included in the expenses of management, does not affect the net revenue. It appears, then, that the statement so often heard, to the effect that on the reduction of the rates a large sum of Government money was for the first time carried to the credit of the Post-office, is founded on a mistaken view of the facts of the case."

The next subject to which I would draw the attention of the Committee is, the SECURITY OF CORRESPONDENCE: "It is very generally believed by the public, that since the reduction of postage and the adoption of prepayment, the delivery of money-letters has become very insecure; and so confidently has this been stated by the Post-office, and so probable did such a result appear (from a cause, however, quite independent of penny postage), that for a while I believed it myself. It now appears most probable, however, that the cause of insecurity to which I allude has been more than counterbalanced by opposite tendencies, and that money-letters are even more secure than under the old system. The following extract from my Report on Registration, of 24th November 1841, will explain the cause of insecurity above alluded to, and at the same time show how I have been myself misled on this subject: 'The circumstances which led to so alarming an amount of depredation in the Post-office are stated; they are briefly as follows: Previously to the commencement of the General Penny-postage, all letters supposed to contain coin or jewellery were registered gratuitously as a security against their loss. Under the fourpenny rate, the number of these letters increased greatly; and, apprehensions being entertained in the Post-office that the further increase under the penny rate would be such as to make their registration impracticable, it was decided by the Postmaster-general, with the concurrence of the Chancellor of the Exchequer, to discontinue the practice. At the same time, much was done by the Post-office to warn parties of the insecurity of the post for the transmission of money, and to recommend the use of money-orders; but, owing partly to the trouble and expense then attending such orders, partly to the comparative limitation of the system (there being even now a large majority of post-offices, though chiefly in small places, at which money-orders are neither issued nor paid), and partly to the habitual carelessness of a portion of the public, the number of money-letters greatly increased, and the previous checks having been removed, the amount of depredation increased, no doubt, in even a greater ratio. After a while the money-order system was improved, the commission greatly reduced, and the present plan of registration adopted. These changes appear to have reduced the number of unregistered money-letters; still the amount of depredation is such, as, in the opinion of the Postmaster general, to call for further and more stringent measures. But, as I have already stated, it now appears probable that money-letters are even more secure than before, the evils which would otherwise have resulted from the removal of the previous checks against depredation having apparently been more than counteracted by the habit of acknowledging all letters of importance, which cheap postage has tended to form. It was clearly shown in evidence before the Postage Committee, that, under the old system, it was the practice of many tradesmen to leave unacknowledged even remittances of money (*Third Report*, p. 21). The statistics of lost money-letters, as shown by a Return of 1842 (No. 197), are as follows: For the year ending 30th September 1839 (the one immediately preceding reduction), the number of alleged losses was 2,354, and for the year ending 31st December 1840, the number was 13,336, being an increase of rather more than five-and-a-half-fold. This statement, it must be admitted, has at first sight a very alarming appearance; but the question of course is, whether or not the increase of alleged losses exceeds in ratio that of money-letters posted; and this, unfortunately, is a question to which no very satisfactory answer can as yet be given. Still some light may be thrown on the subject. In the year 1840, the number of letters of every kind posted, had more than doubled, as compared with the previous year; but the General-post letters, the class to which

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which money-letters chiefly belong, had increased in a ratio approaching to threefold; even this, however, gives a very inadequate idea of the increase of money-letters; as regards them, it must be borne in mind that the adoption of charge by weight would of itself have reduced the postage by at least one-half, a letter inclosing a sovereign, or a couple of shillings, now being charged a single rate only. Taking this circumstance into account, it appears fair to assume that money-letters have increased in a ratio at least twice as great as that in which other General-post letters have increased; that is to say, in a ratio almost exactly equal to that in which the alleged losses have increased. But an investigation made in this same year, 1840, in the Post-office, led the authorities of that department to infer that the money-letters in London at least had increased even tenfold; and if so, seeing that the alleged losses have increased less than sixfold, it follows that the risk to which a money-letter is exposed has considerably diminished. I must own that I do not think that the increase of money-letters can have been so great as tenfold; still there appears to me to be good reason to hope that some diminution of risk may really have been effected. Since 1840, it is understood that the number of lost money-letters has considerably diminished. This is owing chiefly to the reduction in the commission on money-orders, but also in part to the adoption of registration, though at so high a fee as 1*s.*: both improvements were effected towards the close of that year. The means which I have long urged, for giving effectual security to the correspondence, are, 1st, The establishment of a cheap system of registration, with a view to the security of jewellery and other articles of value, as well as money. 2d. The adoption of receipts (for a small fee), to be given by the Post-office, if required, when a letter is posted. (*First Report of Postage Committee, Evidence*, 821–833.) 3d. The extension of the money-order system to every post-office in the United Kingdom. At present, more than half the post-offices (though certainly those of inferior importance) neither pay nor issue money-orders; and so long as this state of things continues, cases must continually arise in which the only mode of transmitting money is by enclosing it in a letter. 4th. A more rigid and systematic investigation as to the character of applicants for admission into the Post-office service, and arrangements for making the superior of each department responsible, as far as practicable, for the conduct of the inferiors. And, lastly, the adoption of systematic means for the detection of offenders. These measures would unquestionably tend greatly to the security of the correspondence; but the Post-office objects, at least to most of them, that they are impracticable. I can only reply, that, as shown by my correspondence with the Treasury, I have submitted the means in detail, and have earnestly tendered my services for carrying one or other of them into effect, under the control of the Postmaster-general; an offer which has never been in express terms either accepted or rejected. The objection of the Post-office to cheap registration is, that the registered letters would be so numerous as to produce detention of the mails. It is in what are called the 'forward offices' (offices in which the letters from certain other towns are assorted as they pass through, in some cases, while the mail waits) that this danger is feared; but as I stated in my letter to Mr. Goulburn of the 29th of July 1842, the fear 'is founded on a total misapprehension as to the results daily produced by the working of the present system,' the fact being, that even in Birmingham, the largest 'forward office' in the kingdom, the number of 'forward' registered letters was, a short time since, only nine per day, which nine letters are divided among 15 despatches. I may add, that under the system of gratuitous registration which was abandoned on the introduction of penny postage, the number of letters registered in London alone was about twice as great as the number now registered in the whole of England and Wales (*Tenth Report of Commissioners of Post-office Inquiry*, pp. 30, 31, and *Return*, No. 441, 1841). The Post-office is the only trading establishment one ever hears of as suffering from the apprehension of too much business. In connexion with the subject of increased security, attention may be called to the remarkable fact that, as shown by a Return of the present Session (No. 73), notwithstanding the great increase of money transmitted by post, the average amount of property (chiefly bills of exchange, &c.) found in 'dead letters' has decreased from about 443,000 *l.* to about 298,000 *l.* per annum since the reduction

tion of postage. From this it would appear, that under the old system people must have refused to pay the postage (doubtless unwittingly) even of money-letters. Registration has no doubt had its effect latterly; but as a great part of the decrease took place in 1840, before registration commenced, this of course cannot be the sole cause." This terminates the account of the measures already introduced, and their results. I shall be happy to answer any questions upon these points, if the Committee shall be pleased to propose them.

76. It is conceived that it will be more convenient that you should proceed with your whole statement before any questions are proposed to you, upon any part. Will you have the goodness to proceed to those points in which you conceive the measures proposed by you have not been carried into effect?—With reference to the remaining matters on which I have now to enter, viz. those still to be carried into effect, I feel that very considerable detail will be unavoidable, and in order that the details may be understood, I think it very desirable to give the Committee first a general conception of the improvements which I was desirous should be carried into effect, and this I shall accomplish most satisfactorily by reading to the Committee some extracts from certain letters which I thought it my duty to address to the Chancellor of the Exchequer, whilst I was in the Treasury, and which letters do not form any part of the official correspondence as laid before Parliament. I am prepared to enter upon all the measures I consider important, that remain to be carried into effect, and I have distinguished those which formed part of the original plan, or which have arisen in consequence of changes made in the Post-office subsequently to my going to the Treasury, from those which have been suggested by after experience; but what I am desirous now of doing, with the permission of the Committee, is to give a general conception of the whole by reading certain extracts from the correspondence between myself and the Treasury, which will touch on some new measures. I can, when I come to such new measures, distinguish them if the Committee think it necessary.

77. It will be better to adhere to that which was understood to be the course requested by the Committee at its last meeting, by stating what parts of your original plan have not yet been carried into effect?—I am ready to do that; I trust the Committee will allow me to state my own case in my own way; if I do so I become responsible for the full statement of my case; unless the Committee think it right to allow me to state the case in my own way, the Committee takes upon itself the responsibility of its development.

The Witness was directed to withdraw.

The Witness was again called in.

78. *Chairman.*] The Committee are anxious that you should have every facility in stating your case in your own manner; you will therefore have the goodness to proceed as you proposed, and you will have the goodness to state, from time to time, when you come to any suggestion, whether it formed part of your original plan, or was one of those which further experience had suggested to your mind?—The first letter is one from myself to Mr. Goulburn, dated Downing-street, 24th September 1841: "Sir,—In soliciting on Tuesday the honor of an interview, my chief object was to renew the request made on a previous occasion to be favoured as early as convenient with your instructions respecting the mode of conducting the business of my department; I was desirous at the same time of submitting for your consideration the inconveniences which I apprehend will result from the change which the experience of the last fortnight leads me to think must have been made in the Treasury, of not referring to me the papers on postage which have hitherto been considered as belonging to my department. In the event of such an arrangement being continued, I was anxious to obtain your instructions as to my future proceedings, and to learn whether it is your wish that I should at once devote the leisure thus created to the introduction of those parts of my plan which have not yet received attention; should it be convenient to you shortly to take these matters into your consideration, I would again solicit the honor of an interview; otherwise, as, owing to the circumstances to which I have alluded, there

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is nothing of immediate importance to occupy my present attention, and as my health has suffered seriously from the labour and anxiety of the last two years, I trust I shall not be thought unreasonable in asking leave of absence till such time as it may suit your convenience to enter on a consideration of the arrangements to which I have referred." On the following day I had an interview with the Chancellor of the Exchequer, who at once acceded to my request for a holiday, and it was shortly afterwards arranged that all papers connected with penny postage, including those relating to increased expenditure, should be referred to me as before. The next is a letter I addressed to Mr. Goulburn, dated November 24th, 1841: "Sir,—I think it my duty to inform you that I have communicated with the Postmaster-general on the accompanying report, but as yet have not been so fortunate as to satisfy his Lordship of the practicability of the measures which, after a careful reconsideration, I still feel it my duty to recommend." The next is a letter from myself to Mr. Goulburn, dated the same day: "Sir,—As the improvements recommended in the accompanying report (a Report on Registration, dated November 24th, 1841) may possibly encounter serious objection on account of the difficulties attending their introduction, and as I am, nevertheless, most anxious to establish such plans as will relieve the present arrangements from the charge of insecurity, I beg leave, subject to your approval and that of the Postmaster-general, to offer my services, on being furnished with the requisite aid and authority for the organization and (till fully established) the execution of the measures now proposed. Under such an arrangement the difficulties of the undertaking will of course devolve on myself, and I shall fairly be considered responsible for the accomplishment of what I hold to be perfectly practicable, viz. to give reasonable security to the correspondence of the country, without interfering with the progress of the mails, and without subjecting the Post-office to any expenses which will not be fully met by the collection of the moderate fees which I have recommended. Earnestly hoping that the offer which I have taken the liberty to make may meet with approval, I have the honour," &c. The next is from myself to Mr. Goulburn, dated December 2d, "private:" "Sir,—My anxiety to remove the obstacles to the establishment of an effectual system of registration will, I hope, excuse my troubling you with a further communication on the subject." Then there is a Treasury Minute, which appears in the parliamentary copy of the correspondence, and which I therefore need not read; but I would here mention, that this Minute was not communicated to me; that I was not aware of it till it appeared in the published correspondence. It is a Minute of the 24th December 1841, fixing the limit of my engagement to 12 months. The next is a letter from myself to Mr. Goulburn, dated January 27th, 1842: "Sir,—While the question of registration has been awaiting decision I have turned my attention to other measures of Post-office improvement, which I have long been desirous of submitting for your consideration, but thought it my duty to postpone until the question of registration was settled. As, however, some of these measures are both important and urgent, I beg to inquire whether, if circumstances should still further delay the decision of this question, I may in the meantime be permitted to submit in detail my views on one or more of the measures to which I have adverted, or any others to which you may prefer to direct my attention. The following appear to me to be some of the most pressing, either on account of their intrinsic value as measures of convenience or economy, or with a view of meeting public expectation; viz. 1st. The restoration of the old hours of posting letters for the London evening despatch, by adding another half-hour to the time allowed for posting late letters at the branch offices, and by opening the receiving houses, or at least certain of them, for the same purpose, from five to six o'clock."

79. Mr. *Hawes*.] Were the recommendations you are now reading, recommendations not at that time carried into effect, but which you recommended to be carried into effect?—The Committee will observe, that what I proposed was the restoration of the old hours on the introduction of the penny postage; the hours for posting letters had been anticipated, and I proposed that they should be restored.

80. Those are new suggestions?—Yes; measures arising out of a change in the state of the Post-office.

81. They

81. They were alterations you had recommended?—Yes, that was; but still it was an alteration arising out of a previous change, and therefore one which cannot be considered as distinct from my plan. "2d. An earlier delivery of London General-post letters." That also was with a view of restoring the previous state of things, the delivery having been made later. "3d. Arrangements for effecting a much more speedy and frequent circulation of letters by the London District-post, similar to those recommended in the Ninth Report of the Commissioners of Post-office Inquiry." That formed a distinct part of my plan. "4th. Improvements having the same objects in view in the large provincial towns," also included in my plan. "5th. As an important measure of economy, the abolition of money pre-payments," also included in my plan. "On any of the measures enumerated above, I am prepared to state my views in detail, whenever you can favour me with an opportunity. Perhaps you will allow me to avail myself of this occasion to state, that since I had last the honour of addressing you on the subject of registration, I have collected such additional information on the subject as lay within my reach, and have carefully reconsidered each of the measures which I felt it my duty to recommend. The result is, a thorough conviction that the proposed plan would not only prove comparatively acceptable to the public, and advantageous to the revenue, but that it is perfectly practicable. In this conviction, I beg leave to renew the offer of my services for the organization and execution of the measures which I proposed, with the distinct understanding that their adoption shall neither interfere with the progress of the mails, nor subject the Post-office to any expenses which would not be fully met by the moderate fees which I have recommended. Were I to consult my personal feelings alone, I should greatly prefer to remain in my present position; but I am so strongly impressed with the conviction that a belief in the desirableness and practicability of a measure is almost essential to its success, that I have arrived at the conclusion that my duty to the public service makes it imperative upon me to repeat my offer, and to urge it respectfully upon your notice; with the distinct understanding on my part, that should my offer be accepted, I am to be placed *pro tempore* under the immediate authority of the Postmaster-general; and before taking any step in the proposed measures to submit it for his Lordship's approval." To this letter I received no reply, and I consequently wrote again on the 7th of March as follows: "Sir,—Not having been honoured with any communication in reference to my letter of the 27th of January, in which I enumerated certain measures of Post-office improvement considered by me as among the most pressing, and in which I requested permission to submit my views in detail on one or other of them (or any others to which you might prefer to direct my attention), if circumstances should still delay the decision of the question of registration, I am fearful that none of the measures enumerated are such as you consider it would be expedient to carry in effect at present. Under this apprehension, I am induced by my anxiety that some progress should be made towards the complete introduction of my plan, to state that there are several other measures of great importance, some indeed forming essential parts of the plan as originally proposed, which remain still to be carried into effect. These measures have now been carefully reconsidered, and if you should be of opinion that the immediate execution of none of those mentioned in my former letter is free from objection, I would earnestly beg to be allowed to submit for your approval the details of any others to which you may give a preference. An enumeration of all the improvements contemplated, would occupy your time to too great an extent; but their general tendency may be indicated by giving the heads under which they have recently been arranged, and a selection can readily be made, and submitted for your consideration, should I be favoured with instructions to that effect. The heads are as follows: 1st. Increased Facilities for Post-office Distribution; 2d. Increased security of Correspondence; 3d. Measures of Economy; 4th. Miscellaneous Measures. The importance which I have from the first attached to some of the measures which are not yet carried into effect, will appear on reference to a letter (a copy of which is enclosed) which I addressed to the Secretary of the Commissioners of Post-office Inquiry, nearly five years ago, and also from the following extract from the Report of the Postage Committee." This extract, as it already appears in evidence, it is unnecessary to read. "Subsequent

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sequent experience has strengthened my opinion of the importance and profitableness of making the Post-office convenient to the public as well as cheap, as also of the great economy of simplicity in the Post-office arrangements. Permit me to say, that much which has been proposed with a view to these objects remains to be carried into effect. Taking the foregoing circumstances into account, and making a further allowance for the extreme depression of trade, and for the increase of Post-office expenditure, which, owing to the use of railways and other causes, was in rapid progress before penny postage began, and must in a great degree have continued had penny postage never been established, and bearing in mind the well-known dislike to the plan entertained by some of those to whom the execution of the measure has been entrusted, and the influence such dislike must necessarily have had on its success; if, Sir, you will kindly take all these circumstances into account, and consider, moreover, how short a time it is since even the partial introduction of my plan took place, I venture to hope that you will not think that the results actually obtained differ more than might reasonably be expected from those which I anticipated, on the supposition that the measure would be completely adopted, and zealously and speedily worked out. The actual results are briefly as follows." It will not be necessary to trouble the Committee with these results, as they already have them in a more complete form. "Looking to the progress now making under the unfavourable circumstances to which I have adverted, I see no reason to doubt that, if the measure were fully and zealously carried into effect, a very few years, with a revived trade, would suffice to realize the expectations which I held out. I also firmly believe, that those circumstances which have tended in no inconsiderable degree to diminish the utility of the measure, the chief of which are, the insecurity of the correspondence, the lateness of the deliveries, and the earlier time for finally closing the letter-boxes at the London receiving-houses and branch offices, may be avoided; and that without any increase of expense, but simply by improved arrangements. The opinions expressed in this communication I am anxious to submit to the test of practice; and I respectfully, but earnestly request, that one at least of the measures which I recommend may be selected for trial; and that, if the measure so selected be one of detail, I may be allowed, under the authority of the Postmaster-general, to take an active part in its execution. My reasons for making this latter request are, first, that it appears to me to be exceedingly difficult for the Treasury effectually to control the details of Post-office management; and, secondly, that I cannot hope that others, who may perhaps disapprove of the measure about to be executed, should engage in it with that ardour and zeal on which its success may mainly depend. Let me hope, Sir, that I may not be considered as unreasonably urgent in thus addressing you; let me beg of you to consider with indulgence the peculiarity of my position; that I have been appointed, in the words of the Treasury Minute, to assist 'in carrying into effect the penny postage;' that, although I have no direct influence over the arrangements, they are generally supposed by the public to be under my control; that my name being identified with the plan, I am, to a great degree, regarded as responsible for its success. On these grounds I confidently, but respectfully, appeal to your kindness and justice to afford me the means of satisfying public expectation, by gradually carrying the plan into execution in its fulness and integrity." To this letter Mr. Goulburn favoured me with the following reply, dated the 21st of March 1842. I should mention, that none of the letters I am troubling the Committee with appear in the official copy of the Correspondence as laid before Parliament, or I should not have thought it necessary to read them.

82. Mr. *Escott.*] How long did the first letter remain unanswered?—My first letter pressing specific measures was dated the 27th of January, to which I received no answer, unless this be considered an answer, dated the 21st of March. It is in these words: "Sir,—I have had the honour of receiving your letter of the 7th instant, referring to your letter of the 27th of January, in which you submitted your views with respect to certain measures of Post-office improvement, and you express your fears that none of the measures enumerated by you are likely to be carried into effect. The pressure of other public business has prevented my reply at an earlier period to that communication; but I lost no time in considering the several measures which you submitted, in concert with the Postmaster-general, with a

view

view to the adoption of such of those arrangements as, without great augmentation of expense, might afford to the public increased convenience and facility of communication. You will readily understand that, in the situation in which I am placed, I must necessarily look to the revenue to be derived from the Post-office; and that, as the expenditure of the department, taken as a whole, has hitherto exceeded the receipts, I must naturally be cautious as to increasing that expenditure without some early prospect of an adequate return." The next letter was on the 23d of March, from myself, addressed to Mr. Goulburn: "Sir,—Referring to the letter which you did me the honour of addressing to me on the 21st instant, I beg to submit for your consideration a statement of the net revenue of the Post-office for the past year, after deducting the whole cost of the packet service, and every other expense within my knowledge which can possibly be charged to the Post-office. I have taken steps which will, I hope, enable me shortly to submit the facts of the case in a more complete and satisfactory form, when, with your permission, I will explain some parts of my former letters, which I fear have been misunderstood. Meanwhile, I am anxious to lose no time in removing from your mind the impression that the expenditure of the Post-office has hitherto exceeded its receipts." I wrote again to Mr. Goulburn on the 31st of May: "Sir,—Having obtained the requisite returns from the Admiralty, I am at length enabled to submit for your consideration the enclosed statement of the cost of the packet service, alluded to in the private note which I had the honour of addressing to you on the 23d of March. I had intended to have added a statement of the net Post-office revenue, derived from inland, or penny-post letters, as distinguished from that obtained from foreign and colonial letters, after deducting from the former the costs of the packets employed in conveying the inland letters; but after waiting some time for the necessary returns from the Post-office, I have thought it better to omit the statement than to delay any longer the more important parts of this report. In my note of the 23d of March I stated that I should ask permission, at the same time that I laid before you the enclosed statement (No. 1.), to explain some parts of my former letters, in which I do not appear to have expressed myself so as to avoid misconception. The only point, however, with which I think it necessary to trouble you is the following: When I entered on my present duties it was with an express understanding as to the mode in which the several intended improvements were to be brought forward, and in conformity with this understanding the following plan was pursued: Having from time to time ascertained from Mr. Baring what measure of improvement I should submit for his consideration, I prepared a full report on the subject; and, generally, after a reference of my report to the Post-office, but in every case before the final decision, I had the advantage of discussing with him any points on which my report had not satisfied him, and the objections, if any, entertained by the Post-office. Under this arrangement I was enabled fully to state the facts of the case; to submit my views as to the advantages of the measure, and the means of carrying it out most effectually and economically; to answer the objections, and to avail myself of the suggestions of others, and to guard against any steps being inadvertently taken which should interfere with the introduction of further improvements. In conformity with the practice thus established, when I had the honour of addressing you on the 27th of January, I enumerated five measures of improvement which appeared to me to be among the most important and urgent, and asked permission to submit to you my views on one or more of them, or on any others to which you might prefer to direct my attention, in detail. It would appear, however, from the letter which you did me the honour of addressing to me on the 21st of March, that in thus merely enumerating the measures, I was understood to have submitted them for your immediate decision; and though I have as yet had no opportunity of even stating my own views fully on either of the measures in question, steps with reference to three out of the five have already been taken in the Post-office. I am quite sure that it is only necessary for me to request your attention to this misunderstanding, and to its practical effect in depriving me of the means of efficiently discharging the duties of my appointment, and of effectually carrying out, under your directions, some important parts of my plan, to induce you favourably to consider the several proposals contained in my letters of the 27th of January and the 7th of March, to which,

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as soon as you can command the necessary leisure, I would respectfully and earnestly solicit your attention; meanwhile I take the liberty to enclose extracts from what I have ventured to call my 'Book of Agenda,' with reference to the five measures enumerated in my letter of the 27th of January. These extracts will, I hope, suffice to show the importance and practicability of the measures in question, and to indicate the state of preparation in which I stand with regard to the other numerous improvements alluded to in my letter of the 7th of March. I have already intimated, that while I was waiting for the permission solicited in my letter of the 27th of January, to submit my views with regard to the measures of improvement therein enumerated, steps with reference to certain of them have actually been taken in the Post-office; thus, in London, another quarter of an hour has been allowed for posting letters, whether early or late, at the branch offices. Again, the General-post letters are now despatched for delivery about half an hour earlier than heretofore; and lastly, the Post-office has submitted to the Treasury a 'Report on the Improvement to be made in the London District-post.' The first two measures, though they fall short of what I propose, and of what I believe to be perfectly practicable without an increase of expenditure, are, I am happy to acknowledge, decided improvements. In the report relating to the London District-post, the project of one additional delivery of letters in town is discussed, but is rejected on the grounds, first, that it would make the hours of collection difficult to be understood and remembered by the public. Second, that it would unavoidably be very expensive; and third, that its value would be too trifling to compensate for these disadvantages. In the inexpediency of establishing one additional delivery, I entirely concur; but the objections to this measure do not apply to the important improvement which I have so frequently urged, as forming indeed an essential part of my general plan; and which, as will appear on reference to the Ninth Report of the Commissioners of Post-office Inquiry, or to the extracts from the 'Agenda' now enclosed, is to establish, not one, but six additional deliveries; making a collection and delivery every hour, instead of every alternate hour. Under this arrangement, it is obvious that the hours of collection would be more easily understood and remembered than they now are. I have shown (also in the extracts from the 'Agenda') how this may be effected, if combined with other improvements, without any material increase of expense, and the value of the measure, especially when the increased rapidity, as well as frequency of the proposed deliveries is taken into account is, I submit, great and indisputable. After disposing of the additional delivery in town, the Post-office Report proceeds to recommend an additional delivery in the country, at places within six miles of the chief office, in order to give the opportunity of communicating between London and such places, at a later hour of the day than is now practicable. Fully agreeing as to the importance of affording such opportunity, which indeed I have repeatedly and strongly recommended, I regret to say that I see great objections to the means proposed by the Post-office, which appear to me to be needlessly expensive, and not very effectual. The means which I would recommend are slightly indicated at page 1, of Enclosure No. 2; but since the receipt of the Post-office Report, I have prepared a full statement on the subject, which I now beg leave to enclose, and respectfully to press on your attention. Referring to the latter part of the letter which you did me the honour to address to me on the 21st of March, I beg to say that a careful examination of the subject has fully satisfied me that the present expenditure of the Post-office is capable of very great reduction without in any degree impairing the efficiency of the service, and to add, that the measures by which I propose to effect so desirable an object, some of which involve no change in the mechanism of the Post-office, are ready to be submitted for your consideration, as intimated in my letter of the 7th of March, whenever you can favour me with the opportunity. With many apologies for the unavoidable length of this letter, I have the honour to be," &c. To this letter I received no reply. The next is a letter dated the 20th of June 1842, in these words: "Sir,—In an intervew with Sir George Clerk this morning, I was informed that the Postmaster-general had objected to my making my proposed inquiries on the subject of the day-mail to Newcastle, on the ground that such a proceeding would be an undue interference with the Post-office, and that you had directed the matter to stand over for further consideration.

After

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After this intimation, I of course do not feel myself at liberty to leave town, as according to prior arrangement I should have done, to-morrow morning. I cannot but think, however, that some misapprehension must have existed in the mind of the Postmaster-general, with reference to the steps I was about to take. His Lordship must, I think, have supposed that I was about to usurp some authority over the deputy postmasters; but when it is fully recollected that I propose to limit myself to inquiry alone, and that in pursuing my inquiries I shall be, as I always have been, most careful not in any way to embarrass the Post-office, I trust that all objection to my intended journey will cease. It will be remembered that the plan in question originated with myself, and that the Post-office did me the honour to substitute it for one of their own. Under these circumstances, I think, sir, you will feel that I cannot but be most anxious respecting the details of a plan which must depend so much on detail for its success; meaning by success, the greatest amount of convenience to the public, at the least amount of cost. It is suggested, I find, that my inquiries may be made through the medium of the Post-office; but I think it will be admitted that it may take a volume of queries to put every question which, under every variety of circumstances, I may require to ask, and consequently that the labour will be great, and the delay most detrimental to the public service. From Mr. Hodgson Hinde, who was referred to me by Sir George Clerk, I learn that the inhabitants of Newcastle are extremely anxious for an early determination on the subject; and he is himself so much impressed with the urgency of the case, that he expressed great disappointment at the delay which has already occurred in my leaving town. The memorial which has come up from Newcastle will show that Mr. Hinde does not over estimate the feelings of his constituents with regard to the proposed change. These considerations, sir, will, I trust, justify me in your opinion for respectfully requesting as early an answer to this application as the pressure of business upon you will permit." To this letter, also, I received no reply, unless indeed I am to consider the next letter which I received as a reply to the series of letters. That letter is published in the correspondence laid before Parliament; it is from Mr. Goulburn to myself, and is dated the 11th of July 1842: "Dear sir,—By the letter which my predecessor, Mr. Baring, addressed to you previous to his retirement from office, he intimated to you his intention of continuing your employment by the Government, which was originally limited to two years, for another year, ending the 14th of September next; I had much pleasure in recommending to the Treasury to give effect in this respect to Mr. Baring's intentions; but feeling that the time is arrived at which your further assistance may safely be dispensed with, I take the opportunity of apprising you, that I do not consider it advisable to make any further extension of the period of your engagement, beyond the date assigned to it by the Lords of the Treasury. In making this communication, I gladly avail myself of the opportunity of expressing my sense of the satisfactory manner in which, during my tenure of office, you have discharged the several duties which have been from time to time committed to you." The remaining letters appear in the return which has been made to Parliament. I addressed a letter to Mr. Goulburn, urging a reconsideration of the question, in which I enclosed a schedule of measures of improvement which I considered it desirable should still be adopted; and which schedule I will now lay before the Committee, distinguishing, according to the instruction of the Committee, those which have been suggested by recent experience from the others. An enumeration of the principal measures still to be carried into effect, appears in the official copy of my correspondence with the Treasury (p. 7): some have been suggested by recent experience; the others are either included in the original plan, or have become necessary, in consequence of subsequent changes in the Post-office; nearly all are necessary to give effect to the general principles on which the plan is founded. The measures are divided under heads, the first of which is "MEASURES INTENDED TO AFFORD INCREASED FACILITIES FOR POST-OFFICE DISTRIBUTION.—An earlier delivery of London General-post letters. An extension of the hours and enlargement of the means for posting late letters, and a much more speedy circulation of letters by the London District-post, to be effected by establishing more frequent collections and deliveries (making them hourly in London itself), by avoiding the necessity of conveying all letters to and from St. Martin's-le-Grand, by uniting the District-post and General-post letter-carriers in one corps;

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by improved modes of sorting, and by other means. Improvements, similar in their objects, in other large towns. An increase in the allowance of weight, say to two ounces for a penny, in all district posts. The extension of rural distribution, first to some place in every registrar's district, and afterwards so as gradually to comprehend within the free official delivery (daily, or less frequently, according to the importance of the place) every town, village, and hamlet throughout the kingdom. The completion of the system of London day mails; more frequent despatches between large towns, by means of the ordinary mid-day railway trains." The next was suggested by recent experience: "Conveniences for the transmission, at extra charge, of prints, maps, and other similar articles." The next is of the same description, "The relaxation of the present restrictions as to weight." The next also, "The establishment of a parcel post at reduced rates, similar in some respects to the banghy post in the East Indies." The next also, "The completion of the arrangements with foreign powers for mutual reductions of postage." The next also, "Increased facilities to foreign nations for the transmission of letters through this country." The next head is, "MEASURES INTENDED TO AFFORD INCREASED SECURITY TO THE CORRESPONDENCE." These are all parts of the original plan, or are proposed to meet changes which have been subsequently made in the Post-office. "A cheap system of registration. Receipts (for a small fee) to be given, if required, on posting a letter. A more rigid and systematic investigation as to the character of applicants for admission into the Post-office service, and arrangements for making the superior of each department responsible, as far as practicable, for the conduct of the inferiors. MEASURES OF ECONOMY. Simplification of the money-order system. Reduction in the cost of railway conveyance, by establishing a fairer principle of arbitration; by discontinuing useless lines; by substituting, when practicable, cheaper means of conveyance; by reducing within proper limits the space occupied by the mails; and by avoiding as much as possible the use of special trains. [The latter object would be greatly promoted by appointing a later hour, say five or six p. m., for the arrival in London of the day mails.] Reduction in the cost of ordinary conveyance by discontinuing all useless lines, by invariably resorting to public competition (avoiding all unnecessary restrictions as to the description of carriage, speed, number of horses, passengers, &c.); and by invariably adopting the cheapest suitable means. [The reduced traffic on many roads appears to require the substitution of light one or two horse carriages for the present four-horse mail-coaches.] Reduction in the present unnecessarily expensive establishment of mail guards. Economy in the packet service by the discontinuance of useless lines, and by the substitution, when practicable, of contract for Government packets; (the communication with Ireland, for instance, may very probably be made more convenient and certainly much less expensive. There is little doubt that the principal mails from most parts of Ireland, *viâ* Dublin, may be brought to London half a day earlier than at present). Revision of all salaries and allowances on the receipt of the intended annual return of fees, &c. The regulation of the receipt of fees, &c., so as to prevent large and unexpected claims for compensation. The establishment of scales of salaries applicable to all offices, beginning low and advancing with length of service. The extension of the hours of attendance in the metropolitan offices, to a full day's work for all employed, of course with the regulation of the salaries accordingly. The extension where practicable of the system which is found so convenient and economical in many provincial offices, of employing females in assorting letters. Simplification in the mode of assorting letters and newspapers. The investigation of the more economical management in certain offices, with a view to its extension, where practicable, to others. Improvement and economy in the manufacture and distribution of postage stamps. The abolition of money prepayment, and the adoption of the economical arrangements consequent thereon. The adoption of measures to induce the public to facilitate the operations of the Post-office, by giving complete and legible addresses to letters, by making slits in doors, and by other means. MISCELLANEOUS MEASURES; viz.—The extension of the money-order system to every place in the United Kingdom where there is a post-office; also, if practicable, to the colonies. The readjustment of the free-delivery boundaries, which at present exclude large portions of many towns. The placarding at each office of the regulations in which the public has an interest, as the hours of opening and closing the letter-boxes,

letter boxes, of commencing and completing the deliveries, the authorised fees, &c., as a means of preventing unnecessary inquiries, and assisting in keeping the postmasters to their duties." Of the preceding measures, some have been made the subject of detailed Reports to the Treasury, and these Reports are included among the Papers which it is proposed to lay before the Committee. Other measures have been discussed with considerable detail in a Paper which I prepared, and which was transmitted to the First Lord of the Treasury by the London Mercantile Committee on Postage, in January last. A copy of this Paper, with some minor amendments, I now submit for the consideration of the Committee. The Committee will be aware that in the adaptation of any plan, however well matured, to actual execution, many adjustments become necessary, which no prescience in the framer of the plan could provide for antecedently to actual practice. The Paper I have next to lay before the Committee, is one which necessarily enters very much into detail. I will read as much or as little as the Committee may think fit. It is a Paper transmitted by the London Committee, with some alterations I made yesterday in it.

[*The same was delivered in and read, as follows:*]

SUGGESTIONS for the further IMPROVEMENT of the POST OFFICE.—December 1842.

INCREASED FACILITIES FOR POST-OFFICE DISTRIBUTION.

| *London Posts.* | *Defects of Present Arrangements.* | *Proposed Remedies.* |
|---|---|---|
| Hourly deliveries of district post letters. District offices. | -- The interchange of letters by the district post is so slow, that special messengers are employed by the public whenever despatch is important. The time ordinarily required to send a letter and receive a reply between one part of London and another, is about seven or eight hours, and between London and the suburbs, 10 or 11 hours, even when night does not intervene; but in the latter part of the day, letters for the suburbs are still more unreasonably delayed. A letter for Bayswater, if posted at an ordinary receiving-house after four o'clock, is not delivered till next morning; and as the reply, even if immediate, would not be delivered till about one, p. m., the intervening time would, in extreme cases, amount to 21 hours. | -- In London, make the collection and delivery of letters once an hour, instead of once in two hours, and establish district offices, so as to avoid the necessity of making all letters, as at present, pass through St. Martin's-le-Grand. (For details, *see* Ninth Report of Commissioners of Post-office Inquiry). The present General-post branch offices, and District-post sorting offices, are together sufficiently numerous, or nearly so, for the proposed "district offices"; and the communication between these offices and St. Martin's-le-Grand is already very frequent, in some cases 14 times per day. |
| Deliveries and collections in suburbs. | | It has been stated by a gentleman in the Post-office, that two-thirds of the letters put into the post are intended for delivery within the immediate vicinity of the receiving-houses where they are posted.<br>In the principal suburbs, make some increase in the frequency of deliveries of letters, and much more in their receipt and transmission to London, where comparative frequency of delivery is already provided for.<br>As regards the compact part of those suburbs which can be reached by the night mails, say by a quarter before nine o'clock, effect a delivery the same night, instead of the next morning, as at present.<br>This would be much more convenient to the public than the additional delivery recently established, and would cost nothing (except perhaps a trifling increase of salary to the letter-carriers), whereas the recent additional delivery costs 4,000*l.* per annum. On this subject a full report was made to the Treasury on the 31st May 1842, previously to the change. This report also shows, that if the expense of an additional delivery is to be incurred, public convenience would be greatly consulted by making the hour of collection at the receiving houses five, instead of four o'clock.<br>The preceding arrangements would probably reduce the time necessary for an interchange of letters by one-half, and if combined with other improvements which I have recommended, might be effected with little or no additional expense, and without adding to the labour of the men. |
| District-post rates. | -- The rates on all packets exceeding an ounce are higher now than before the general reduction. This has driven the public to the use of less convenient modes of conveyance, and has no doubt proved injurious to the revenue. | -- The rates of charge on all district-posts should be fixed as I originally proposed, at one penny for two ounces, two-pence for four ounces, &c.* |
| General-post delivery. | -- The morning General-post delivery in London is inconveniently late in some parts of the town, ordinarily 10 or 11 o'clock, and in the immediate suburbs, 11 or 12 o'clock. | -- The great importance of a prompt and punctual delivery of the General-post letters requires that the whole available strength of the establishment should be brought to bear upon it, both as regards the previous sorting and the delivery. To effect this, the town letter-carriers of both the General and District posts (662 in number, including 70 supernumeraries, but excluding 50 sub-sorters employed in the early delivery) should be united, as in Paris, in one corps, which, together with the sorters and others of the department, would amount to more than 1,000 men.† |
| One corps of letter-carriers and sorters. | -- Occasionally the late arrival of a mail leads to the detention of *all* the letters, and the delivery is even later. On the 6th December 1841, owing to the late arrival of the Indian mail, the delivery did not commence till half-past 10, a. m.<br>The time occupied in sorting and delivering a letter frequently exceeds that required in bringing it from Bristol. | |

* Post-office Reform, 3d edit. p. 27.

† *Vide* Recommendation of Commissioners of Revenue and of Post-office Inquiry; also Report on French Post-office, p. 11.

*London Posts*—continued.

Deliveries -

*Defects of Present Arrangements.*

- - The employment of the Post-office is sometimes avoided, and packets are sent to London as parcels, though by mail trains, in order to secure an early delivery.

*Proposed Remedies.*

- - The number of letters and newspapers to be prepared each morning for delivery in town, or despatched to the environs (including the few belonging to the first delivery of the District-post) is about 100,000.

Consequently, if only one-half of the combined force of 1,000 men were employed on this duty, they would complete the task, though each man should dispose of only two letters or newspapers per minute, in one hour and forty minutes; and as the work begins before six, all might be made ready for delivery before half-past seven. In proof that the rate here assumed is exceedingly low, it may be remarked, that Mr. Bokenham stated that even under the old system, the chief labour consisted in sorting (*Ev.* 1340. 1420–1424). Also that the *average* rate of sorting was 30 letters per minute (*Ev.* 1402). Sir Edward Lees says, 60 at the lowest (*Ev.* 10,013). But in London, at the time of Mr. Bokenham's statement, the letters were sorted twice over.

Now the number of letters and newspapers to be *delivered* in town each morning (deducting about 24,000 included in what is called "the early delivery," 1,000 delivered at the window, and 9,000 at the Government offices) may be stated at about 50,000, of which all, except about 4,000, are now delivered by 250 General-post letter-carriers, while those 4,000 engage about 170 of the District-post letter-carriers.

Under the proposed union of the two corps of letter-carriers, 500 out of the combined force might be employed in the first delivery of the day; each of the 250 General-post letter-carriers' walks would thus be subdivided into two, and the whole delivery might, I feel assured, be completed even in the remote parts of London by half-past nine o'clock, or, with the aid of the district offices, which would save much time to the carriers in reaching their walks (the letters *only* being conveyed from district to district, instead of both letters and letter-carriers), the delivery might be completed as early as nine o'clock.

In Paris the corresponding delivery is completed about nine o'clock, but the mails arrive about an hour earlier than in London.*

But the proposed union of the two corps of letter-carriers is facilitated, not only by the circumstance that at that hour of the day at which the General-post letters are the most numerous, the District-post letters are least so, but also by the fact that at that hour at which the District-post letters are the most numerous, the work of the General-post department is concluded for the day.

By far the largest number of District-post letters is despatched for delivery at 8 p. m., just as the General-post letter-carriers are released from assisting in the despatch of the evening mails.

At this hour about 15,000 letters and newspapers have now to be delivered, and the duty is at present performed by 232 letter-carriers; let the latter be increased to 250, each taking a walk as at present arranged for the General-post letter-carriers.

Let the same number of letter-carriers (250) be employed in that delivery, whichever it may be, that shall include the majority of letters brought by the day mails, and two-thirds of the number, or 167, in every other delivery. The number now employed in these latter deliveries is rather more than that proposed; but it will be remembered that the whole plan includes hourly deliveries, which would of course diminish the number of letters at each. Even at present the most prolific delivery, with the exception of that at 8 p.m. to which I have assigned a double number of letter-carriers, would, if effected by 167 men, require each to deliver only about 60 letters or newspapers on the average.

The assistance of a few sub-sorters or others would be required at either the first or second delivery, as the total number assigned to these two deliveries, which would to some extent be concurrent, slightly exceeds the whole corps.

Under this arrangement, one system of walks (instead of two as now) would be followed, consisting of halves of the walks at present used in the General-post delivery. Except, however, at the first and chief delivery of the day, either two or three of these reduced walks, according to the number of letters, would be assigned to one man.

It may be remarked that the distinction between District and General-post letters is peculiar to London; that even there it is, for certain purposes, daily disregarded, and that it does not exist at all in the suburbs. Also, that a few years ago there was a third class of letter-carriers, for the delivery of foreign letters, whose amalgamation with the other classes has proved advantageous.

Under the proposed arrangement, the number of deliveries, after the first of the day, would be increased from six to twelve; and consequently, after allowing an increase, say of 20 per cent., in the number of District-post letters (as the effect in a short time of the improved arrangements), the average number for each delivery will be reduced by 40 per cent. Considering this reduction, and the great increase of force which it is proposed to give to the heavier deliveries, also that the establishment of numerous district offices would bring the men nearer to their walks, an allowance of one hour for each delivery (except the first) and for the after collection, appears ample.

The present allowance for delivery is an hour and a half *from the time the letters are despatched from the chief office,*† which of course includes the time required for conveyance, frequently to remote parts of the town, and in many cases the completion of the assortment.

The following Table exhibits the force and time proposed to be allowed for all the deliveries of the day, including in each case the after collection.

| Number of Deliveries. | Number of Men to each. | Estimated average Number of Letters per Man. | Time allowed. | Equivalent Number of Hours for one Man. |
|---|---|---|---|---|
| | | | *Hours.* | |
| 1 | 500 | 100 | 1 ¼ | 625 |
| 2 | 250 | 60 | 1 | 500 |
| 10 | 167 | 25 | 1 | 1,670 |
| TOTALS 13 | - - - | - - - | - - - | 2,795 |

* Report on the French Post-office, p. 4.

† Post-office Directory, p. 1325.

| *London Posts.* | *Defects of Present Arrangements.* | *Proposed Remedies.* |
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| Deliveries—*continued.* | | That the above allowance of time is ample, is shown by the fact, that even under the old system, when nearly all the letters were unpaid, the General-post letters and newspapers (including probably the early delivery and Government letters) were delivered on a Monday morning at the rate of one in 22 seconds, exclusive of the time required for reaching the walk. At the same time, the District-post letters and newspapers were delivered at the rate of one in 118 seconds, including apparently the time for going to the walk.<br><br>This, on the present number of letter-carriers (662), gives an average of nearly 4 ¼ hours per man. At present the letter-carriers of the District-post make three and four deliveries on alternate days, which gives an average of 5 ¼ hours per day.<br><br>It would appear, therefore, that the advantage of hourly deliveries, with the further benefit of greater despatch in each, might be obtained by the mere union of the two corps of letter-carriers, without any material increase of numerical strength, and without any addition whatever to the labours of the men. |
| Assortment - - - - | | -- As the more frequent collection of letters must tend to facilitate their assortment, and as the assumed increase of 20 per cent. in the District-post letters is of trifling amount when compared with the total number of letters and newspapers, it may perhaps appear that the practicability of their assortment, without an increase of force, might be assumed. Such, however, is not the case, inasmuch as the letter-carriers are extensively employed in this duty, and the preceding arrangements require that the present General-post letter-carriers should give more time than they now do to the deliveries.<br><br>The average number of letters and newspapers to be assorted, either for delivery or despatch, is nearly as follows:<br><br>Per Day.<br>General-post letters in and out, say - - - - - - 230,000<br>Ditto - - newspapers - - - - - - - - 90,000<br>District-post letters, newspapers, plus 20 per cent. assumed increase, say - - - - - - - - - - 100,000<br>420,000<br><br>The low rate of two per minute has been assumed as that at which letters and newspapers can be prepared for delivery. The preparation for despatch by the mails is even now a somewhat more rapid process, and means of obtaining greater facilities will be suggested hereafter. Taking these circumstances into account, and also that the letters and newspapers to be delivered are little more than one-third of the whole, it appears very safe to assume, that all may be prepared, whether for despatch or delivery, at an average rate of at least three per minute. |
| Assortment & Delivery. - - - | | -- At this low rate the preparation of 420,000 letters and newspapers would occupy a time equal to 2,333 hours for one man. To which add one-third because of the impossibility of adjusting the force very accurately to the number of letters at each hour in consequence of some irregularities which cannot be foreseen, and the total is 3,110 hours.<br><br>The summary of the whole account is therefore as follows:<br><br>Estimated Time required.<br>Assorting, &c. - - - - - - - - - 3,110 hours.<br>Delivery - - - - - - - - - - 2,795<br>5,905<br>Allow for occasional absences five per cent., and for possible omissions ten per cent. - - - - 885<br>Total - - 6,790 hours,<br><br>or (for 1,000 men) less than seven hours per day per man. The average time which the same men are now employed (taking that of the General-post letter-carriers at 7 ½ hours) is rather more than eight hours per day. A very large allowance beyond the 10 per cent. may therefore be made for possible errors in the estimate, and still it would appear that the plan of hourly deliveries, if combined with other improvements, may be carried into effect without any material addition to the present force.<br><br>In the latter part of the preceding estimate I have not attempted to distinguish between sorters and letter-carriers; nor is this necessary, as the extent to which they assist each other can be modified if necessary.<br><br>With hourly deliveries I see no objection to commencing the first or principal delivery invariably at a fixed hour, any late mail being included in the next. |
| District Offices | -- The present office in St. Martin's-le-Grand is inconveniently small, even for the number of persons now employed, and additions to the building can only be made at a heavy expense. | -- Employ the district offices for the last assortment of letters, viz. for walks, which will greatly relieve the central office. Frequent despatches from the central to the district offices will be required (say half-hourly), but the conveyance of the letter-carriers in omnibuses will be saved. An arrangement somewhat similar exists already in the District-post.<br><br>Owing to the unavoidable irregularity in the arrival of the mails, and to their including occasionally heavy foreign mails, I doubt if the district offices can be advantageously employed in the first assortment of inward General-post letters. |

| *London Posts*—continued. | *Defects of present Arrangements.* | *Proposed Remedies.* |
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| Late Letters - | -- The hours for posting letters in the evening have been abridged, except at St. Martin's-le-Grand, thus, at the<br>Before Reduction. At present.<br>Lombard-street office till 7 p.m. - - *6. 30 p.m.<br>At other branch offices, till 6. 45 - - *6. 30<br>At receiving houses, till 6 - - - - - 5 | -- Restore the old hours (nearly), by taking in late letters at the receiving houses (at least those houses at which money orders are paid), from 5 till 6 p.m.<br>Late letters are *now* received at many if not all the receiving houses till about a quarter before six, when, I presume, they are taken to the branch offices and posted free before six, or else given to the bellmen. Under this arrangement, the Post-office gets its letters as late nearly as under that which I propose, while it loses the fees.<br>The recent opening of the branch offices, for the receipt of late letters, has caused them to reach the chief office *earlier* than before. The change has therefore proved convenient both to the public and to the Post-office. The improvement now proposed would nearly restore the old hours of posting letters, with a twopenny rate, instead of a penny rate, during the last hour. The greater trouble and expense incurred by the Post-office, on account of late letters, make such extra payments necessary and equitable.<br>The district offices, one of which would be situated near to or in the direction of each railway station or other centre of departure, would assist materially in the evening despatch of General-post letters, partly by relieving the central office, now inconveniently crowded, and partly by enabling the sorters to commence earlier and to continue the work later than at present, in each case by the time required to convey the bags to or from the central office. They would also enable the public to post late letters, selecting in each case the proper office, to a very late hour, say a quarter past eight, paying the 6*d.* fee as at St. Martin's-le-Grand. |
| *Provincial Posts.* Deliveries. | -- The delivery in many important towns is unnecessarily and inconveniently late. | -- Examine into, and remove the causes of this delay; if necessary, increase the force employed. |
| Closing boxes, &c. | -- The hours for closing the boxes and the fees charged for late letters are anomalous.<br>In some towns, unless recent improvements have removed the inconvenience, the receipt of all letters is interrupted by the closing of the box for a particular mail. | -- Establish a general rule for the regulation of each.<br>-- Extend to *all* towns the plan adopted in many of having another box to open on such occasions. |
| District-posts. | -- The interchange of letters in and about large provincial towns, such as Glasgow, Manchester, and Birmingham, is much less frequent than public convenience requires. The charges for heavy packets also are felt even more severely than in London, the old charge being 1*d.* for any weight not exceeding a quarter of a pound. | -- Make the collections, despatches, and deliveries more frequent, and reduce the rates on heavy packets, as proposed for the London District-post. Such improvements do not necessarily involve an increase of expense, especially where, as in many provincial towns, the letter-carriers are not fully employed. Indeed, in some cases, more frequent collections and deliveries, by distributing the work of the office more equally over the day, would make the expense even less. |
| *Rural distribution.* | -- The establishment of post-offices does not appear to have been regulated by any well-defined principle. In some districts, owing apparently to the greater activity of the surveyors, they are exceedingly numerous; in others, of superior relative importance, they are comparatively infrequent. Some places of 200 or 300 inhabitants have them, others with 2,000 or 3,000 are without.<br>Of the 2,100 registrars' districts, comprised in England and Wales, about 400, containing a million and a half of inhabitants, have no post-offices whatever. The average extent of these 400 districts is nearly 20 square miles each; the average population about 4,000. The average population of the chief place of the district about 1,400, and the average distance of such chief place from the nearest post-office between four and five miles. In one instance, the chief place of the district, (Saxilby, in Lincolnshire) containing nearly 1,000 inhabitants, is as much as 16 miles from the nearest post-office; and in some parts of Wales the distances are even greater than this.<br>But striking as these facts are, they by no means indicate the full extent of the evil. An inspection of the | -- Establish an official post in every registrar's district, as already directed by Treasury Minute of August 1841.<br>Extend the system to smaller districts by some such arrangements as the following; viz.<br>1st. Establish weekly posts to every village and hamlet, increasing the frequency of such posts in proportion to the number of letters.<br>2d. Lay down a general rule under which places not otherwise entitled to posts may obtain them (or those entitled may have them more frequently) on payment by the inhabitants in either case of the additional expense incurred, minus a certain fixed sum per 1,000 letters.<br>Extend the above arrangements, with such modifications as may be needful, to Ireland and Scotland.<br>Large as is the number of post offices that would be required for carrying out these plans, the expense would be comparatively inconsiderable. First, because many of the places in question are upon the present lines of communication, and secondly, because every increase in the number of offices necessarily reduces the distance from one to another, thereby diminishing the expense of conveyance. Taking these matters |

* During the preceding half hour the late-letter fee of an extra 1*d.* is required.

| | *Defects of Present Arrangements.* | *Proposed Remedies.* |
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| *Rural distribution*—cont[d]. | the Post-office maps will show, that even in England, where the ramifications of the Post-office distribution are more minute than in any other part of the kingdom, there are districts considerably larger than the county of Middlesex into which the postman never enters.*<br>Again, while we have seen that those districts which are altogether without post-offices contain, in the aggregate, a million and a half of inhabitants, it can scarcely be doubted, that even those districts which are removed from this class by having a post-office in some one or other of their towns or villages, contain, in their remaining places, a much larger population destitute of such convenience. The amount of population thus seriously inconvenienced the Post-office has declared itself unable to estimate; but it is probable that, in England and Wales alone, it is not less than four millions. The great extent of the deficiency is shown by the fact, that while these two divisions of the empire contain about 11,000 parishes†, their total number of post-offices of all descriptions is only about 2,000.<br>In some places *quasi* post-offices have been established by carriers and others, whose charges add to the cost of a letter, in some instances as much as 6*d.* A penny for every mile from the Post-office is a customary demand. | matters into consideration, it may be safely estimated that an annual outlay of about 70,000*l.* would suffice for the addition of 600 daily posts, and many thousand weekly posts; in short, for the completion of the whole plan of rural distribution, as here indicated. And when it is considered that the arrangement would in all probability add one-third to the population now included within the range of the Post-office, there can scarcely be a doubt that the increased receipts would far more than cover the additional expenditure. |
| Guarantee Posts. | -- By a recent regulation, parties may obtain the establishment of a post on their undertaking *to bear the whole additional expense*; but, as a new post invariably increases the number of letters, some part of the expense should clearly be borne by the Post-office. | |
| *London Day Mails.* | -- Some of the main lines of road terminating in London are still without day mails, in consequence of which many letters, on their way through London, lie in the office from morning to evening.<br>The hours at which the existing day mails reach the London office are too early. The day mail from Birmingham arrives at 2 p. m., that from Southampton at 2. 28 p. m. These times were probably fixed with a view to a delivery before the termination of business hours; but this the London public does not seem to desire.<br>The objections to the early arrival of the day mails are as follow:<br>1st. It makes it necessary for them to start from towns not very remote from London so early as to be of little use to the inhabitants; for instance, at Southampton, the day box closes at half-past 8 in the morning, and at Birmingham at 7, hours which can allow but little accumulation for the mail, as all letters posted at either place to a late hour the previous night would of course be despatched by the night mail.<br>2d. The "forward" letters are detained in London much longer than would otherwise be necessary.<br>3d. The expense of conveying certain day mails is seriously increased by their early arrival; *e. g.* those conveyed by railways which fall in with the Birmingham line start respectively at the following hours; viz. from Liverpool and Manchester at half-past 3, from Chester at 3, and from Lancaster at 2 o'clock in the morning, which, being inconvenient hours for travellers, the Post-office is charged as for special trains; whereas, if the same mails reached London at 5 o'clock in the evening, they would start from those places at tolerably convenient hours, and to the Post-office the cost would be reduced to the extent probably of several thousands per annum. | -- Complete the system of day mails, so as to include all places on the main lines which can be reached within seven or eight hours from London; that is to say, sufficiently early for an evening delivery. Let the return mails start as late as is consistent with their reaching London about 5 p. m.<br>This would still admit of a reply by the evening mails in any case of emergency, in which the party in town could be advised by the previous post that a letter would be addressed to him at the Post-office. |
| *Foreign Letters.* | | |
| Rates charged by Foreign Powers. | -- There is a danger of the benefit of any reduction on our part in the rates on letters to and from foreign countries being neutralized by a corresponding advance in the rates charged by foreign powers on the same letters. Thus, it is said that the United States levies a heavy postage on letters carried by our packets to and from Boston. | -- When the rate charged on such letters by foreign powers is not regulated by treaty, the British consuls and agents abroad should be required to report annually (and immediately on any change), the actual charges made by the governments where they reside on letters to and from this country. Perhaps, to prevent mistake, it will be better to extend this rule to places where treaties exist. |

* The maps are contained in the Third Report of the Postage Committee, and are dated February 1838; since then some improvement has taken place, but not to any material extent.

† Of parishes and townships there are 15,535.—*First Report of Poor Law Commissioners, Sup. p.* 104.

| | *Defects of Present Arrangements.* | *Proposed Remedies.* |
|---|---|---|
| *Foreign Letters*—continued. | | |
| British transit rates. | -- Our unrivalled lines of steam-packets might be made the means of securing to us the monopoly of the sea postage of nearly the whole world. To effect this, however, all practicable facilities for sending letters by our packets must be afforded to foreign nations. At present certain countries only have the privilege of forwarding their letters direct through England. A resident in Denmark, for instance, who is desirous of sending a letter to the Danish West Indies by our packets, cannot do so, unless he have a friend in this country who will pay the West India postage for him, to whom the letter must be addressed under cover. | -- Let transit postage accounts be extended to all civilized governments who are willing to make the arrangement. |
| Reduction of rates. | - - - - - - - - - - - - - | -- Complete the arrangements with foreign powers for mutual reductions of postage. |
| *Colonial Letters.* | -- Letters from the Australian and some other colonies to this country cannot be prepaid. | -- Make arrangements with all British Colonial Governments (as has recently been done in the East Indies) to allow the prepayment of letters to this country. With reference to the correspondence between emigrants and their poor friends at home, such a change is very important. |
| India mail - | -- The cost of conveying the India mail through France is very great, the route indirect, and no aid is at present afforded by railways. | -- Endeavour to arrange for sending the Indian mail *viâ* Trieste: the Austrian government is said to be favourable to such an arrangement; the route is very direct, and the Belgian and other railways would materially assist. |
| *General Distribution.* | | |
| More frequent despatches by ordinary trains. | - - - - - - - - - - - - - | The following points appear to require investigation; viz.<br>1st. Whether the ordinary mid-day trains may not be advantageously employed for effecting more frequent communication between certain large towns, for instance, Birmingham, Coventry, and London. If the communication were confined to the larger towns (and its extension to smaller places would be unnecessary, and without increased deliveries useless), guards would not be required, and the companies being left unrestricted as to hours of departure, speed, &c., the expense would be trifling. Letters might readily be carried *from* the smaller *to* the larger towns, if desirable, especially if the arrangements with the railway companies for employing their stations as post-offices (suggested hereafter) be adopted.<br>On this subject Colonel Maberly says, (Ev. 2992), "It was intended to have four mails a day on each line of railway (provided that number should be found serviceable), on the principle, that if we do not give facilities for the transmission of correspondence, the smuggler will beat us out of the market, and we should get no revenue at all." |
| Prints, maps, &c. | - - - - - - - - - - - - - | 2d. Whether peculiar arrangements may not be advantageously made for conveying prints, maps, and other articles, which are liable to injury if put into the mail-bags, as for instance, placing them in large flat boxes, made so as to secure the contents against wet and friction. Such arrangements might be confined to direct communication with or through the metropolis, which, with an occasional sacrifice of time, would of course connect every place with every other; an extra fee should be charged, and to save trouble and risk in delivery, the articles might lie in the office till called for. |
| Weight. Remove restrictions. | - - - - - - - - - - - - - | 3d. Whether the present restriction as to the weight of packets conveyed by post should not be altogether removed. The relaxation of the rule in favour of deeds, &c. is comparatively useless, because of the necessity of showing that the packet contains none but the privileged articles. The charge, increasing, as it does, in the exact ratio of the weight, appears to render any such restriction unnecessary. Packets, however, exceeding the present, or even a lower limit of weight, should in all cases be prepaid. Colonel Maberly, in his evidence (3114) contends, even that within considerable limits the charge ought not to advance at all with the weight. The cost of receiving, sorting and distributing (he says) is not greater on a packet weighing two, three, or four pounds, than on one weighing a quarter of an ounce. |

| | *Defects of Present Arrangement.* | *Proposed Remedies.* |
|---|---|---|
| *General Distribution* —continued. Parcel Post - | - - - - - - - - - - - - | 4th. Whether parcels containing a certain weight may not be carried at even a reduced rate (say at 1*d.* per oz.), the Post-office having a right, as in the case of Parliamentary Proceedings, to detain them over a post, so as to avoid the heavy mails; such parcels should invariably be prepaid, and when it was intended to claim the privilege marked "Parcel Post." This arrangement would not only afford a considerable revenue, but by justifying more frequent deliveries in the several districts would tend greatly to the perfection of the Post-office mechanism; while, if arrangements were made with the contractors to carry mails by weight, they, as well as the public, would in all probability benefit by the change. The convenience of such an arragement in communicating with the rural districts (to which it might perhaps in the first instance be confined) would be very great indeed. The Banghy post of the East Indies is a parcel post; the maximum of weight appears to be about 15lb—of size, 15 in. × 12 in. × 21 in. |
| Railway Stations to be Post-offices. | - - - - - - - - - - - - | 5th. Whether arrangements may not be advantageously made with the railway companies for employing their stations more extensively as post-offices; the companies would perhaps even undertake the duties of such offices, and discharge them as effectually and more cheaply than under any other arrangement. Or if bags with slits at the top, like those used by the Bellmen, were simply hung at the railway stations, into which the public might drop letters, there would be no difficulty in receiving them up to the moment of the trains' departure, the letters being sorted, stamped, &c., either in the travelling post-office, or the next large town. Such letters might fairly be charged as late letters, and be treated as those collected by the London branch offices now are. |
| Packets—sorting on board. | - - Passengers from the West Indies landing at Southampton, reach London occasionally before the mails which were landed at Falmouth, which leads to discontent, and charges of mismanagement against the Post-office. | - - As there is an officer and servant on board each packet, whose sole duty is to take charge of the mails, it would be well to consider whether they might not assort the letters on the passage into two portions, one for the West of England, Ireland, and the north, to be invariably landed at Falmouth; the other for London, and the Southern and Eastern parts of the island, to be landed at Falmouth or carried on to Southampton, according to circumstances.<br><br>Perhaps the sorting in the West India and other packets might be extended still further, so as to save time on arrival. The sorting in the travelling post-offices appears to furnish a precedent for such an arrangement. |
| *Registration of Letters.* | - - The present fee (1*s.*) is much too high; the registered letters are very few, not more than about 300 per day, for the whole of England and Wales, or on an average about three per week for each post town, and the consequences are frequent inconvenience and loss to the public, continual prosecution and punishment, in the Post-office, and no inconsiderable injury to the revenue. | - - Reduce the fee, say, in the first instance, to 6*d.*, and afterwards, as far as may be consistent with sound policy. The Commissioners of Post-office Inquiry, in their Tenth Report, recommended that the fee should not exceed 2*d.* The officers of the Post-office at that time also recommended a low fee; Colonel Maberly proposed 3*d.* But now the Post-office objects even to a sixpenny fee, on the ground, that with that reduction the registered letters would be so numerous as to produce detention of the mails—an apprehension altogether unfounded. The enormous profit (for the proposed twopenny fee was held to be remunerative) would fully meet any possible demand for increased force. |

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I would beg to suggest, that the effect on the revenue of the preceding improvements, and of many others not here adverted to, it is, of course, impossible to estimate with accuracy; but there can be no doubt that it would, in a short time, prove highly advantageous. Many facts were proved in evidence before the Postage Committee, which render it clear, that at the same or even higher rates of postage, the increase of the opportunities of despatching letters, and the rapidity with which they are transmitted and delivered, always increases the number sent. For instance, Palmer's adoption of mail-coaches, though accompanied with repeated advances of postage, increased the number of letters three-fold in 20 years; and the new facilities of transmission afforded by the Manchester and Liverpool Railway increased the number of letters between the termini about 50 per cent. probably in six years, postage remaining the same, although previously the number had for some years been gradually declining. It has since been ascertained that the establishment of day-mails has greatly increased the number of letters. So likewise has the establishment of the North American steam-packets, to an extent, it is said, more than sufficient to compensate for the reduction of the rate. The overland India mail, too, has greatly augmented the correspondence with our Indian possessions, and in May 1842 the combined operation of steam navigation and the penny charge (increased facilities and reduced rates) had been to increase the number of letters in the Shetland Isles more than eleven-fold in six years. Again, when, in 1831, a reduction of postage took place as regards part of the suburbs of London, the Post-office calculated on a loss of 20,000*l.* a year; instead of which there was, in a few years, a gain of 10,000*l.*, a result which Mr. Smith, the superintendent of the department, attributed rather to the increased facilities which were afforded to the public than to the reduction in the rate of postage. In November 1837 an additional delivery was given in London, and in July 1838 in the suburbs; the effect was a considerable increase in gross, and some in net revenue. Mr. Willoch, the postmaster at Manchester, says, in a letter to the Chairman of the Postage Committee, "I beg to observe, that the mode of sending letters by coach parcels has not, in numerous instances, been adopted for the purpose of saving the expense of postage, but more with a view, when time was an object, and in neighbourhoods where there was not a direct communication through the medium of the Post-office, to facilitate their transmission. I may add, that this inconvenience has been much felt in a populous and extensive district between 10 and 30 miles from hence. There are, I believe, many letters still sent in parcels by the railroad between this and Liverpool, which are not forwarded to save postage (as there is a charge of 1*s.* on delivery of every parcel, however small), but to insure an earlier delivery than the Post-office arrangements afford." And Mr. Banning, the postmaster of Liverpool, in his evidence before the Postage Committee, stated it as his opinion, that "a great many deliveries, facilities for sending letters, and quickness of despatch, must be the best way of raising the revenue." In short, as stated by Colonel Maberly, in his evidence, it is always found in the Post-office, as a general rule, that increased accommodation produces an increased quantity of letters. Nor is the rule confined to the British Post-office. It appears from the valuable work of M. Piron, a gentleman holding a high position in the French Post-office, that a reduction in the time of transmission from Paris to Marseilles, from 118 to 68 hours, doubled the number of letters between those cities. The *poste rurale* too, has not only conduced greatly to the convenience of the French nation, but it has added largely to the net revenue of the Post-office. The *poste rurale* was established in 1830, and it extends to every commune in France; a box is fixed against a wall in each village, into which the letters are dropped, and in most cases once a day, but in some once in two days; a rural letter-carrier comes round and conveys the letters to the nearest post-office, delivering letters as he goes along. By these means 9,000 rural letter-carriers serve 34,000 communes, the remaining 3,000 communes having post-offices of the ordinary description. The cost of the *poste rurale* is about 165,000 *l.* per annum; the additional penny (a decime) charged on each letter amounts to about 70,000 *l.*, but this of course is the least important part of the produce; the chief advantage is felt in the general postage revenue. In the eight years preceding the establishment of the *poste rurale*, the gross revenue of the French Post-office (the accounts do not show the net revenue), increased about 6,000,000 of francs; in the eight years following, the increase was 11,000,000 of francs, or nearly twice as much; and the revenue has for some years been steadily

steadily increasing at the rate of about five per cent. per annum, an increase which is attributed by M. Piron chiefly to the *poste rurale*. With such facts before me, I cannot refrain from repeating that the adoption of my plan is extremely incomplete, that its financial operation is most injuriously interfered with, and its public benefits lamentably cramped. On this last point, an important inference may be drawn from the fact that almost every town has, in connexion with the Post-office, some grievance, either really peculiar or so considered: for instance, infrequent, slow, or restricted delivery, infrequency of communication between the different parts of the town, infrequency or total absence of communication with suburbs and neighbouring villages, the use of circuitous roads, the needlessly early closing of the letter-box, &c. So much are some of these evils felt in Birmingham, that a committee to examine into the state of the Post-office has been appointed by the town council, while Manchester and other towns have addressed earnest memorials to the Post-office or the Treasury. In addition, however, to complaints thus made audible by dense populations, there are others perhaps more frequent and more bitter, but which never gather volume enough to reach the public ear. The inhabitants of rural districts, particularly country gentlemen residing on their estates, and still more the rural clergy, whose very duties almost preclude oral intercourse with their equals in rank and education, are by these imperfections in the Post-office system cruelly impeded in epistolary communication, to an extent of which the inhabitants of towns can form no adequate conception. Their letters have to await opportunities, often rare, irregular, insecure, and expensive, for transmission to the post-town, distant, perhaps, several miles; whilst the reply perhaps does not reach its destination until it has figured some days in the post-office window, or been crushed in the pocket of some forgetful friend or careless dependent. Newspapers again, which in urban districts are delivered free, and which should carry information without loss of time to every hamlet in the country, are exposed to similar delays, risks, and charges; the whole producing not merely general inconvenience, but serious injury to trade and loss to the revenue. Amongst the advantages anticipated from the introduction of penny postage was the extensive distribution of booksellers' prospectuses and similar documents. When, however, the attempt was made, the incompleteness of the plan presented unexpected obstacles. Circulars sent prepaid to the rural clergy elicited serious complaints on account of the expense involved in their delivery; and as this obstacle affects a large majority of the rural clergy, and a troublesome discrimination thus became necessary, the attempt was for the most part abandoned, even as regards those within reach. So also when I had occasion, while in the Treasury, to enter into correspondence with about 600 of the registrars, with a view to the improvements in rural distribution above referred to, I experienced the greatest difficulty in communicating with a large proportion of the officers, and found it impossible, except by an after transmission of postage stamps, to protect them against loss. Indeed the operations of Government are, I have reason to believe, frequently impeded by the existing imperfections. A letter of inquiry or of instructions, particularly when its contents are of an unwelcome nature, often fails to reach its destination, the want of Post-office delivery furnishing perhaps a valid cause, but certainly an unanswerable excuse for neglect or disobedience. These facts which have come to my knowledge are probably but a few among many that lie concealed. To enlarge on the paramount importance of speedy, regular, and safe communication between every part of the country and every other, is surely a needless task." I have now completed the statement of the principal measures which remain to be carried into effect; but there are other matters to which I am desirous of calling the attention of the Committee.

83. Will you have the goodness to state of what they consist?—They consist of the examination of certain returns from the Post-office which I have stated to be fallacious.

84. Will you have the goodness to proceed with your statement?—The paper to which I would first draw the attention of the Committee is the Parliamentary Return, No. 201, of the present Session. The Committee will observe that the Return before them divides the postage revenue under two heads, one including the inland revenue, the other including the foreign and colonial revenue; also that it includes among the charges of management the whole cost of the packet service. I should mention that long before I left the Treasury, I had heard it rumoured

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rumoured that it was stated in the Post-office that the whole net revenue of the Post-office was obtained from foreign and colonial letters; that the inland letters did not afford any revenue. In consequence of that rumour I, with the permission of the Treasury, prepared a minute, calling upon the Post-office to make an estimate of the foreign and colonial revenue, charging that portion of the revenue with a proper share of the expenses as nearly as they could be ascertained.

85. What was the date of that minute?—It was the 5th of April 1842; it is contained in the Parliamentary Return, No. 284, to which I shall presently advert. The Treasury, on the 5th April 1842, applied at my request to the Postmaster-general for such an estimate, directing that it might be supplied "as early as possible"; the estimate was not sent in, and repeated applications of an informal character were made for it; still it did not come, and in August another minute passed the Treasury Board, calling peremptorily for this Return. It was not supplied, however, even up to the time I left the Treasury on the 14th of September. Subsequently the Return now before the Committee, which in many respects resembles that which I was desirous of obtaining, was laid before Parliament. As I am very desirous of being accurate in the statements which I have to make with reference to this Return, I have prepared a written memorandum upon it, which, with the permission of the Committee, I propose to read.—(*The same was read, as follows:*)

POSTAGE.—FALLACIOUS RETURN.

MEMORANDUM on Return No. 201, 1843, of Inland Letters and Revenue, and of Foreign and Colonial Letters and Revenue.

*First.* Considering the Return as a whole.

The general result which is made to appear is, that the Post-office, instead of affording a net revenue of 600,000 *l.*, as shown by the ordinary accounts, causes a loss of about 10,000 *l.* per annum. This result is produced by an innovation made in the return, which has the effect of producing an unfavourable appearance in the account. This innovation consists in charging the whole cost of the packet service (612,850 *l.*) against the Post-office.

It is now 20 years, viz. from April 1823, since the charge for the Falmouth packets, the most expensive part of the service, was transferred to the Admiralty, (*Second Report, App.* p. 226, *Ev.* 1852–3); and in April 1837 the transfer was extended to all the remaining packets. (*Second Report, App.* p. 220).

In the packet service a very large amount of expense is incurred, certainly more than one-half of the whole, with views independent of Post-office purposes. This partly appears from the fact that since the final transfer of the packet service to the Admiralty, the cost of the lines then transferred, though apparently without any addition to the number of packets, and indeed with no other change relative to Post-office affairs than an increase of 50 per cent. in the horse power, has nearly doubled, a fact probably resulting, in some measure, from the employment of officers and men who would in any case be a charge on the public revenue. Be this as it may, it is obvious that only a small part of the increased expense is justly chargeable to the Post-office.

Again, the very great recent increase in the number of mail-steamers was not made solely nor even chiefly, for Post-office purposes. The main expense is incurred in the West India, East India, and Canadian packets; and it is well known to every member of Government that these lines were established and are maintained chiefly for political purposes, as stated a short time since by Lord Monteagle, by whom the arrangement was made. It would be just as fair to charge the Post-office with the cost of the China war, as with that of the packet service.

To assume that these packets were really established for Post-office purposes is to charge the Government with the most absurd extravagance. The West India packets, for instance, were established at a cost of 240,000 *l.* per annum, though the utmost return that was expected from letters was 40,000 *l.*, leaving the 200,000 *l.* a clear deficit.

Nor is this comparative uselessness for Post-office purposes confined to the packets to remote places; the great cost, even of the home packets, results from causes independent of the Post-office.

For instance, there are two lines of mail packets between Liverpool and Dublin; one, a contract line, costing Government about 10,000 *l.* a year, and the other managed by the Admiralty, at a cost which, in 1841 (after deducting passage-money), was about 40,000 *l.* per annum. The excessive cost of the latter is explained by Colonel Maberly, in his evidence before a Parliamentary Committee of last Session, to result from the packets leaving Kingstown inconveniently late for passengers to embark, namely, half-past 10 at night; and from their reaching Liverpool, though in the morning, yet generally after all the day trains for London have started. Now the hour at Kingstown is fixed so late, for the convenience of the Castle, to allow of reply to despatches received the same evening; this arrangement is said, in the evidence, to have the effect of reducing the number of passengers to about one-fifth of that carried by the contract packets.—(*Report on Post-office Communication with Ireland*, No. 373, 1843, *Evidence* 3156. 3168.)

Again,

Again, in the same evidence (3133–36), Colonel Maberly shows the uselessness for Post-office purposes of the Milford line, which costs about 20,000 *l.* a year, while he estimates the postage of the letters so conveyed at only 1,200 *l.* a year.

In my Report on the Post Communication between London and Dublin, I have shown how 50,000 *l.* a year may be saved in these lines, and in the one from Holyhead, not only without injury, but with great benefit to the service, and even with increased convenience to the Castle. I have also shown, in another Report, how 6,000 *l.* a year may be saved in the Channel Islands' packets, and this too with increased convenience to the public. These savings amount together to two-thirds of the whole cost of the home packets.

The following extract from the Report of the Committee already referred to throws additional light on this part of the question.

EXTRACT from a REPORT on the POST COMMUNICATION with *Ireland*.
Session 1842. No. 373.

"Your Committee entirely concur in the doctrine which, since the Act of Union between Great Britain and Ireland, has been constantly recognised by the Imperial Legislature, and put forth by former Committees of your House, namely, that any expenditure which may be necessary for affording the utmost facility of intercourse between these countries is to be regarded rather as an outlay of money for national purposes, than for the advantage of any particular department of the public service."

Influenced by these views, the Committee recommend that still further expenses should be incurred for improving the communication with Ireland, and this apparently without regard to the wants of the Post-office.

It is not intended to question the soundness of these views, but merely to show that expenses so incurred form no just charge against the Post-office. It would have been at least equally fair to have charged the Post-office under the old system with the millions expended on the Holyhead road.

Taking all the facts into consideration it may be safely stated, as above, that not one half the expense of the packet service can in any view of the question be charged to the Post-office.

It should also be borne in mind, with reference to any estimate that may be made of the results of penny postage, that the great increase in the expense of packets, though it has arisen for the most part subsequently to the adoption of penny postage, is the result of contracts made anterior to that adoption, and upon considerations wholly independent of it; consequently that in estimating the loss caused by that adoption it is fallacious to take the cost of the packets into account, except so far as the additional expenditure has augmented the Post-office revenue; but this effect is so slight, that even if not counteracted by other causes (and it will be shown hereafter that it has been counteracted), it would not materially affect the question.

No doubt, on an exact adjustment of accounts, the Post-office ought to make no inconsiderable contribution towards the packet service, but the same nice adjustment would require that it should at least receive the 250,000 *l.* paid to the Stamp-office for the duty on newspapers; a duty which was expressly retained as a postage charge (*Third Report of the Committee*, p. 68). Colonel Maberly thinks "the expense of conveying the newspapers would infinitely counterbalance the amount derived from them."—(*First Report of Postage Committee, Ev.* 3009.)

Some idea of the cost of distributing newspapers may be formed from the following facts:

1st. In London alone the preparation of newspapers for the evening despatch requires about 200 men.

2d. The number of newspapers distributed by the Post-office exceeds 50,000,000 per annum; nearly equal to one-fourth of the number of letters.

3d. The total weight of newspapers conveyed still exceeds, in all probability, that of the letters.

Taking all matters into account, there is little doubt that the fair charge by the Post-office for newspapers would exceed the fair charge against the Post-office for packets; consequently that the actual net revenue of the Post-office would on an accurate adjustment of the whole account prove to be fully as great as it is stated to be in the ordinary accounts of the department, viz. 600,000 *l.* per annum.

It may also be observed, with reference to any comparison of the results of the old and new systems of postage, that the great increase which has recently taken place in the number of newspapers will fully counterbalance any expenditure in packets, beneficial to the Post-office.

It appears, then, that the return is calculated greatly to mislead Parliament and the public with reference to the general results of penny postage.

*Second.*—Considering the Return with reference to the Division into Inland Postage, and Foreign and Colonial Postage.

In this respect also, the return is unquestionably fallacious: the inland postage being stated much too low, and consequently the foreign and colonial postage much too high.

On this subject the Post-office has not in my belief the means of stating facts; it can merely give estimates.

This appeared two years ago, when the present Chancellor of the Exchequer, having moved

*Rowland Hill*, Esq. 5 July 1843.

moved for an account of the net amount of Post-office revenue derived from foreign and colonial postage in the year ending 5th January 1841, the Post-office made the following Return: "As no distinct account is kept of the foreign letters, the Post-office is unable to furnish this Return." (*See* Return 233, 1841.)

That the Post-office is at the present moment equally unable to make such a Return, I have every reason to believe; indeed, the fact is indirectly admitted in the Return which is now the subject of remark, where it is stated in a note, "Of the respective amounts of postage on inland and foreign dead letters, no accurate statement can be furnished; they are here given so far as they have been separated in the accounts."

There is, then, in effect, little doubt that that which is called a Return, and which has been understood by the public to be a statement of ascertained facts, is the result of mere conjecture.

*Ascertained Facts.*

The ascertained facts of the Return are the total number of letters, the total gross amount of revenue (together with the receipts for money orders, and perhaps those for official postage included therein), the total expense of management, the cost of the packets, and the total deductions for returned letters, &c.; everything else, including the division of these several amounts (except as regards the packets), is, I have reason to believe, mere conjecture. As for the really ascertained facts, though they are not in all cases stated with perfect accuracy, yet the statement is in no instance, that I am aware of, materially incorrect; the conjectures (for I can hardly call them estimates) are, in almost every instance, wide of the mark, all the errors being to the disadvantage of inland postage. It will not be necessary, however, on the present occasion, to examine more than one or two points.

*Inland Letters and Revenue.*

The following is an analysis of the statements under these heads, as given in the Return (201, 1843):

| Inland Letters and Revenue. | Letters. | Revenue. | Revenue. |
|---|---|---|---|
| | | £. | £. |
| United Kingdom, as per Return No. 201, 1843 | 209,611,508 | | 1,027,074 |
| In the above the following items are included (*a*): | | | |
| Government postage (*b*) | 4,362,000 | 66,554 | — |
| Money orders, as per Return | | 38,908 | — |
| Miscellaneous receipts (Finance Accounts) | | 1,703 | — |
| Late-letter fees (*c*) | | 17,100 | — |
| Registration fees (*d*) | | 5,600 | — |
| | | | 129,865 |
| Leaving for the inland postage of the public | 205,249,508 | | 897,209 |
| Deduct for the additional rate on unpaid and underpaid letters, 5 *d.* per 100 letters (*e*) | | 42,760 | 42,760 |
| Leaving for the inland postage of the public, if all had been prepaid | 205,249,508 | | 854,449 |

Which is at the rate of almost exactly 1 *d.* per letter (exactly 999 *d.*), clearly showing that in the Return the postage has been calculated at this rate, that is to say, at the minimum instead of the average rate.

A careful

(*a*) All except the late-letter fees, registration fees, and miscellaneous receipts (chiefly, I believe, fees for private boxes), are enumerated in the Return; and as it appears, on a comparison with the Finance Accounts, that all receipts are included under one or other of the two heads of this Return, and as these fees cannot certainly belong to foreign and colonial postage, they must be included in the inland postage.

(*b*) Government Postage. The amount of postage is stated in the Return; the number of letters is estimated thus:—The number of General-post letters delivered at the Government Offices in the week ending 28 February 1842, was estimated by the Post-office at 55,000; say, including District-post letters, and excluding foreign and colonial letters, 60,000;

Or,

A careful examination of the preceding analysis will show that although some parts depend on estimate, there is no room for such error as would materially affect the general result.

If confirmation were needed of the correctness of the result at which I have arrived, viz. that in the return the amount of inland postage has been reckoned by assuming, in contradiction to the notorious fact that all the prepaid letters of the public are charged at the minimum rate of 1 *d.*, such confirmation would be found in the fact, that it has been the invariable practice of the Post-office, whether in its Reports to the Treasury, in Evidence before the Postage Committee, or on other occasions, although their attention has frequently been called to the error, to reckon the inland letters at 1 *d.* each; a recent instance in point occurs in the Report of last Session on Post Communication with Ireland (*see* No. 373, 1843, *Ev.* 3133–4). But though it is quite clear that the average rate of prepaid inland postage must be higher than 1 *d.* per letter, it is impossible for any one out of the Post-office very accurately to determine what that average actually is.

In my Evidence before the Postage Committee, I estimated the probable average at 1 ½ *d.*; and judging from subsequent observation, confirmed by the most accurate estimates which I have been able to make, I believe that this estimate is nearly correct.

That the estimate is not too high, I have the following presumptive proof: I have been favoured by three large houses of business with statements, showing the number of their inland prepaid letters, and the postage thereon, in a given period, from which the following results have been deduced:—

| | |
|---|---|
| Messrs. Morrison, Dillon & Co. - - Average per letter | 1·13 *d.* |
| Messrs. Moffatt & Co. (General-post letters only) - - - | 2·09 |
| Messrs. Sharpe, Field & Jackson - - - - - - | 3·48 |
| Average of the Whole - - - - - | 2·47 |

The

| | |
|---|---|
| Or, per annum - - - - - - - - - - - - - - - - - | 3,120,000 |
| [Under the old system, in 1837, the corresponding number was 1,012,256 only, (Second Report, App. p. 113), and even of these many were doubtless in abuse of the privilege; the increase is chiefly, I believe, at the Post-office, and consists of advices of money orders.] | |
| Deduct for letters prepaid by the public; say half of all except those addressed to the Post-office; say - - - - - - - - - - - - - - - - | 500,000 |
| Estimated number of letters inwards charged in the Public Offices in London - - | 2,612,000 |
| Letters outwards, say - - - - - - - - - - - - - - | 1,250,000 |
| [In 1837 the corresponding number was 1,096,754; from this some deduction must be made on account of the abuse of privilege heretofore, and some addition on account of money order advices (about 250,000 probably: Return to Lords, 64, 1843) sent from London.] | |
| Estimated total of letters inwards and outwards, charged on the Public Offices in London | 3,862,000 |
| Add for other parts of the country; say - - - - - - - - - - - - | 500,000 |
| TOTAL - - - | 4,362,000 |

| (*c*) Late Letter Fees: | £ |
|---|---|
| Pence on late letters in London (M.S. Returns, p. 159) - - - - - | 3,700 |
| Sixpences ditto - ( - ditto - - - ditto) - - - - - | 1,100 |
| Halfpence on Newspapers ditto, say ( - ditto - - p. 132) - - - - | 1,800 |
| TOTAL in London - - - £. | 6,600 |
| Other Towns in England and Wales (*see* my Report on Late-letter Fees) - - - | 7,500 |
| TOTAL for England and Wales - - - £. | 14,100 |
| Add for Scotland and Ireland; say - - - - - - - - - - - | 3,000 |
| TOTAL for the United Kingdom - - - £. | 17,100 |

| (*d*) Registration Fees: | £. |
|---|---|
| In Great Britain (Return 441, 1841) - - - - - - - - - - | 5,200 |
| Ireland; say - - - - - - - - - - - - - - | 400 |
| TOTAL - - - £. | 5,600 |

(*e*) Additional charges on unpaid and underpaid letters:

A Return by the Post-office shows, that as regards the General-post inland letters *delivered* in London on the 28th April 1841, these additional charges amounted to 65 pence per 1000 letters; and a comparison of the weekly returns shows that by the middle of the year 1842, the proportion of such additional charges had fallen by about one-fourth; say to 49 *d.* per 1000 letters.

Another Return by the Post-office shows, that as regards the District-post letters delivered in London in the week ending 22d December 1840, the aditional charges for unpaid and underpaid letters amounted to 81 *d.* per 1000 letters.

And a comparison of the Weekly Returns shows, that taking the average of the year 1842, the proportion of such additional charges had fallen by about one-third (Return to Lords, 64, 1843); say to 54 *d.* per 1000 letters.

Assuming these rates to represent respectively the additional charges on General-post and on District-Post letters throughout the Kingdom, the average of the whole may be calculated thus:—The District post letters of the United Kingdom being called 1, the General-post letters will be about 5; the average additional charge will therefore be $\frac{54+49\times5}{6}=50$ *d.* per 1000 letters.

*Rowland Hill*, Esq.

5 July 1843.

The average of these three houses is certainly far above that of the whole kingdom. The second (a tea agency house), and the third (a law agency house), frequently use the post for the conveyance of heavy packets. The following data are of a less disputable character.

A Return by the Post-office shows that the average postage of all the prepaid inland General-post letters delivered in London on the 28th of April 1841 (exclusive of Government letters), was 1·22*d.*; and the Return of London District-post letters for 1842, and the Finance Accounts for 1842 (p. 56), enable me to calculate that the average postage of all prepaid District-post letters delivered in London in the year 1842 was 1·1 *d.* Now, assuming these averages to represent respectively the averages, at the same period, of prepaid inland General and of prepaid District-post letters (exclusive of Government letters), throughout the kingdom, the average of both classes united may be calculated as in Note E. page 14; thus the District-post letters of the United Kingdom being called 1, the General-post letters will be about 5, the average of both will therefore be $\frac{1{\cdot}1d.+1{\cdot}22d.\times 5}{6} = 1{\cdot}2d.$, or $1\frac{1}{5}d.$

But this average depends mainly on the state of things as far back as April 1841, since which, as every one must be satisfied from his own experience, the practice of employing the Post-office for the conveyance of heavy packets has been more and more confirmed; consequently, the average inland prepaid postage must have increased considerably.

Assuming, however, for the sake of being on the safe side, that the average rate of inland prepaid postage, exclusive of Government letters, was in 1842 no greater than that deduced above, viz. $1\frac{1}{5}d.$, it follows that the total amount of such postage virtually taken in the Return (say 854,000*l.*), must be increased by one-fifth, say by 171,000*l.*, consequently the total inland revenue must be raised from 1,027,000*l.* to 1,198,000*l.* Of course, the conjectured amount of foreign and colonial postage must be reduced by an equal sum, viz. 583,000*l.* – 171,000*l.* = 412,000*l.*; so that instead of the inland revenue amounting to only 1,027,000*l.*, and the foreign and colonial to as much as 583,000*l.*, the former, even at the low rate assumed above, amounts to nearly 1,200,000*l.*, and the latter to little more than 400,000*l.*

This statement, which in the absence of complete documents, is necessarily founded in some measure upon estimate, cannot pretend to strict accuracy, but I feel confident that it is within the truth.

A strong corroboration is to be found in several facts tending to show that the amount of foreign and colonial postage is not at all events above my estimate. The following will serve for example:—About two years ago the Post-office itself estimated the postage in this department (with some trifling exceptions) at 388,000*l.*; subsequently such reductions were made in the rates as, increase of letters apart, would have reduced this amount to about 360,000*l.* Now, making due allowance for subsequent recovery, it is very improbable that the amount should not only have regained its former height, but advanced in the short space of two years to my allowance of 412,000*l.* That it has risen to the enormous height asserted by the Post-office is demonstrably without foundation; for the whole amount of Post-office revenue being, as shown by the Finance Accounts, 1,610,480*l.*, it follows, that if the foreign and colonial postage amount to 583,406*l.*, then the inland postage cannot exceed the amount given in the Return, viz. 1,027,074*l.*; and this again is impossible, for, taking the total number of inland letters, as stated in the Return, at 209,611,508, and making the needful deductions, as done above, in Table, p. 8, we find, by comparing the remaining number of letters, 205,249,508, with the remaining amount of postage, 854,449*l.*, that the average postage is only 1*d.* per letter; in other words, that it is precisely the same as the minimum, a result obviously absurd. The truth, I believe, to be as stated above, that the amount of foreign and colonial postage, though appearing in the Return as an ascertained fact, has been arrived at by the following erroneous calculation:—The number of inland letters being ascertained, and allowance being made for the Government letters, and the unpaid letters, it has been assumed that the average postage of the remaining letters is 1*d.*, and from this the total amount of inland postage has been calculated, and this amount, augmented by some other sources of revenue, being deducted from the total amount of revenue, the remainder has been given as the amount of foreign and colonial postage. Other strange errors may also be pointed out; such, for instance, as grossly underrating the portion of expenses chargeable on the money-order department, which, in all probability, under the present complex management, about equals the receipts; such again, as charging the whole of the Parliamentary grants upon the inland postage instead of upon the whole postage revenue.

Lastly, the sum of 17,293 *l.*, the amount of all deductions for what are called in the return "Dead and returned letters," within the United Kingdom, is charged on the inland postage; the fact being, that whereas the inland letters are almost all prepaid, and their rates of postage exceedingly low, the deductions for such letters are comparatively trifling; so that nearly the whole of this amount is in fact lost on letters arriving from abroad,—a fact perfectly notorious.

This is the more extraordinary, inasmuch as the Finance Accounts show that our annual loss abroad on the foreign and colonial letters is upwards of 15,000 *l.*, whence it ought to have been inferred that the corresponding loss on the vastly larger amount of foreign postage collected in this country is at least very considerable; instead of which it has been assumed as nothing at all.

A note

A note indeed is appended, giving the appearance of a disclaimer of strict accuracy; but the real tendency of which is so to pervert the facts as to increase the fallaciousness of the whole account.

| | £. |
|---|---|
| To sum up the results, if we take the amount given in the Return as the net produce of inland letters and money orders, viz. - - - - | 103,000 |
| And add thereto, first, for correction in the amount of Inland Postage - | 171,000 |
| Second, for undue charge on "Dead and returned" inland letters, say | 15,000 |
| And, third, for proportion of Parliamentary grants chargeable on foreign postage, say - - - - - - - - - - - - - | 3,000 |
| We have a Total of - - - - - | 292,000 |
| as the actual produce of Inland Revenue. | |
| And if again we add to this 40,000 *l.*, a low estimate of the sum unduly charged to the Post-office for Irish Packets - - - - - - | 40,000 |
| We have a Total of - - - - - | 332,000 |

or upwards of three times the amount which it is the intention of the Return to exhibit as the produce of Inland Postage.

For the purpose, however, of examining how far the business of inland postage is profitable or unprofitable to the Government, it will be necessary to carry this statement farther.

As has been observed above, the practice followed up to the period of the late Return, has been to make no charge for packet service, nor any allowance for the conveyance of newspapers; and, supposing this to be the correct method, we should add to the amount last given the sum of 32,000 *l.*, which I have allowed as chargeable for packet service, thus making a total of 364,000 *l.* But this mode of balancing the charge for packets, with the claim for newspapers, though tolerably fair in viewing the Post-office revenue as a whole, becomes absurdly unjust when an attempt is made to distinguish between the produce of inland postage on the one hand, and of foreign and colonial postage on the other, since it is obvious that while nearly the whole amount of the real packet service must be taken as a deduction from the profits of foreign and colonial letters, so nearly the whole produce of newspaper stamps must be taken as an addition to the profits of inland postage; and if, following out this, we claim for inland postage only nine-tenths of the newspaper stamps (a very low estimate), we have to make an addition of 225,000 *l.* to the sum of 332,000 *l.* given above, as the profits on inland letters, thus making a total of 557,000 *l.*, which, taking the whole subject of inland postage as a general question of profit to the Government, is the least that ought to be set down.

As regards the expenses of management in the Inland department as compared with that of the Foreign and Colonial department, I have entered into no investigation, as I have no sufficient materials of calculation; but I believe that the result of a complete examination of the whole subject of Post-office revenue would show that the Foreign and Colonial department, when placed on its fair footing, about maintains itself; and that the whole profit, probably upwards of 600,000 *l.* per annum, is derived from inland postage. For the purpose of comparison, however, of the results of penny postage with those of the old rates, the distinction between foreign and inland postage is unnecessary, since, in estimating the effect of the change, I expressly included both.

(signed) *Rowland Hill.*

Bayswater, May 29, 1843.

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## Supplement to Fallacious Return.

Return, No. 284, 1843; Copy of Treasury Minutes of April and August 1842.

Estimate of Foreign and Colonial Postage, &c.

Since the preceding paper was written, the above Return has been issued.

A comparison of the dates stated in the Return itself shows that although the Treasury desired that the estimate might be supplied "as early as possible," it was not received at the Treasury till nearly seven months had elapsed.

Had the estimate been supplied before I left the Treasury, the facilities which I then possessed of making all necessary inquiries would have enabled me to subject every part to a satisfactory examination; as it is, the examination is unavoidably confined to a few parts only; still there is no difficulty in pronouncing the estimate to be, like the one already considered, exceedingly inaccurate, and having the effect of depreciating the net revenue of inland letters by unduly augmenting that of foreign and colonial letters.

Thus, as in the other Return, the deductions from the gross revenue for what are called "dead letters" will be found, on referring to the Finance Accounts, to be the amount of deductions in the year (1841) on that portion of the foreign and colonial revenue which was collected beyond the limits of the United Kingdom, leaving the far greater portion which was collected within those limits clear of all such deduction; and it will be observed, that there is nothing in the Return itself to indicate that less than the full amount has been deducted.

*Rowland Hill*, Esq.

5 July 1843.

Again, in the account of expenses, the instructions of the Minute have been almost entirely disregarded, several heads of expenditure having been thrown together, while the charge for home expenses, which, if fairly estimated, would have amounted to a large sum, appears to be altogether omitted; still, in spite of the obscurity thrown over this part of the account, there is no great difficulty in showing that it is lamentably incorrect. A reference to the Finance Accounts for 1841 (pp. 57 and 58) will show the following specific payments:—

| | £. | s. | d. |
|---|---|---|---|
| Riding work and conveyance of mails in Canada, Nova Scotia, and Jamaica | 27,417 | – | – |
| Transit postage through foreign countries | 31,169 | – | – |
| Ship-letter payments (Great Britain) | 13,025 | – | – |
| Ditto – – ditto – (Ireland) | 196 | – | – |
| Giving a Total of £. | 71,807 | – | – |
| Whereas the amount charged in the Return is only £. | 60,122 | – | – |

In short, there is scarcely a doubt that while pretending to estimate the "net revenue from foreign and colonial postage," the Post-office has given those expenses only which are incurred abroad, together with the "transit postage paid to foreign powers," and possibly a small part of the "ship-letter payments." A comparison with other accounts shows to an absolute certainty that a large portion of the expense is omitted, and leaves scarcely any doubt that the whole of the ship-letter payments (upwards of 13,000 *l.*) and every other expense incurred at home on behalf of foreign and colonial letters, is left entirely out of the account.

These errors are such as to vitiate the whole estimate, even if those parts not open to examination could be considered as correct; this Return, therefore, like the last, is utterly fallacious.

Such being the case, it appears useless to consider what may be the bearing of this Return on the one previously discussed; but it will be observed that the Postmaster-general, in November last, stated that he had "given directions for the preparation of another Return founded on actual accounts of numbers and amounts of foreign letters for two months." If the Return already discussed is the one here promised, it would appear to be less a matter of conjecture than I had supposed; it is not, however, for that reason any the more entitled to confidence. We have seen that it places the amount of foreign and colonial postage so high as to reduce the inland postage to the minimum rate of 1 *d.* per letter, and however that result may have been brought about, it is alike fallacious, and proves, beyond all doubt, that the foreign and colonial postage is greatly over estimated.

Bayswater, 30 May 1843.

I have to apologise to the Committee for reading so many of these papers, but the fact is that these Returns are of great practical importance; a great deal indeed depends upon their accuracy, and that is my reason for having so fully gone into them; it is not with a view to show inaccuracy on the part of the Post-office, but in order that results upon which important decisions appear to rest should be placed correctly before the Committee. In November last a deputation from the mercantile committee on postage waited on Sir Robert Peel to urge the completion of my plan of Post-office improvement. The answer obtained from the Minister was, that penny postage produced only about 100,000 *l.* a year net revenue, which amount was so small as to present almost insuperable obstacles to carrying out the measure. I have endeavoured to show, and I feel confident that the statements I have made are correct, that considered with reference to its profitableness, the inland net revenue instead of being only 100,000 *l.* a year, is as much as 600,000 *l.* a year, or at all events approaches that amount. It will be seen, therefore, that the difference between the result, as exhibited by the Return, and the true result, is most important. It may happen that if the net revenue derived from penny postage is very small, it would be exceedingly unwise to extend the system of penny postage in this country; to adopt that extensive system of rural distribution, for instance, which was directed to be carried out by the late Board of Treasury; but if it appear, on the other hand, that the inland postage is highly profitable, then instead of its being unwise, even with a view to fiscal results alone, to extend the measure, Government will probably arrive at the conclusion that the more it is extended the more profit will be obtained from it. It appears to me, therefore, and I trust it will appear to the Committee, that it is of the utmost importance that the actual profit derived from inland letters should be clearly ascertained, and it is with that view I have thought it necessary to occupy so large

large a portion of the time of the Committee in considering how far this return is or is not trustworthy.

86. *Chairman.*] What is the nature of the deduction for additional rate on unpaid or underpaid letters at the rate of 5*d.* per 100, amounting to 42,360*l.*?—It is the additional charge made upon such letters, and it is deducted for the purpose of bringing them all to the rate they would have been charged at, had all been prepaid. It is merely to clear the account of that additional sum which enters into it in consequence of certain letters being sent unpaid or insufficiently paid, and charged double in consequence.

87. On what data do you make that calculation?—On the data which are fully explained in the paper itself.

88. At what date were those calculations made of 5*d.* on the 100?—I made the calculation at the time I wrote the paper, which was in May last; I have referred to calculations in confirmation of the accuracy of those results, which I made while in the Treasury.

89. You state that the practice of prepaying letters, instead of sending them unpaid, has greatly increased within a late period?—I stated that it had increased; I am not aware that I used the term "greatly."

90. Would not that make some alteration in this calculation necessary?—It does make an alteration, and I have adopted an alteration in consequence; instead of taking it at 65 pence per 1,000 letters, which was the state of things in April 1841, I have put it down at 50 pence per 1,000 letters, reducing the amount in consequence of the lapse of time.

91. You are understood to say that one of your objections to the Return, No. 201, is that it claims too small an amount of revenue for inland postage, and too large an amount of revenue for foreign postage?—That is one of my objections; I have stated several objections to that Return.

92. But the accuracy of the amount of inland and foreign postage you do not object to?—No, that is correct; the sum of the two together is correct.

93. You state that if that return should have been made up in the manner in which Lord Lowther stated he intended to make it up, in his letter of the 2d of November, it would not be so much matter of conjecture as you at first supposed?—Certainly it would not be so much matter of conjecture as I at first supposed, if made up in the way described; but there is nothing that I am aware of which attaches that statement to the particular Return before the Committee.

94. It may be so for anything you know to the contrary?—Most assuredly.

95. Supposing that so, that would remove the objection you have made that that Return was purely conjectural?—I am not aware that that would make it less conjectural than I supposed when I wrote the paper.

96. If it gives the result of an exact account kept for two months of inland and foreign postage respectively, do you think that would be a just basis for calculating what would be the produce of the 12 months of the year?—There is no question that that would be a correct basis if the facts were accurately ascertained and accurately dealt with.

97. What reason have you to suppose that the facts have not been accurately ascertained, or that, having been accurately ascertained, they have not been accurately dealt with?—Because the results of the Returns are impossible; I demonstrate the Return to be incorrect by a *reductio ad absurdum*; it leads to absurd results.

98. How have you ascertained that that Return leads to absurd results?—By the course of examination I have laid before the Committee, by deducting from the inland revenue, as stated in the Return itself, all those small sources of revenue which are necessarily included in the account, so as to leave the inland postage only which would have been received had all the letters been prepaid, and then I show that that amount is such that it leaves but a penny for every letter; and inasmuch as the average rate is assuredly more than a penny, it follows that the Return is incorrect, however made out.

99. Are not a great many of your calculations founded rather on estimate than on ascertained facts?—My calculations are to a very small extent founded on estimate, but to a very small extent—to so small an extent, that after making the most ample allowance for all possible errors, the result will not be materially affected.

100. Mr. *Ricardo.*] You have been asked whether, if this is founded on an

 accurate

*Rowland Hill*, Esq.
5 July 1843.

accurate return of the different accounts during two months, you would consider that a fair way of giving the return for a twelvemonth ; do you not understand by the heading of this, that it is for the year ending the 5th of January 1843 ?—It is returned for the year, unquestionably ; still a return for a year might be calculated on a state of things for two months, provided they are correctly dealt with ; but there is not a word in the Return itself to indicate that the result is so obtained. On the other hand, there is nothing in the Return to show that it is not so obtained.

101. *Chairman.*] You have alluded to a Return made by the Post-office in 1841, in which they state that it is impossible to separate the inland from the foreign postage ?—Yes.

102. You have also referred to Lord Lowther's letter of the 2d of November, explaining the causes of delay in complying with the orders of the Treasury of the 5th of April ; that he had had great difficulty in preparing any return to that order ; but that, in order to secure greater correctness on this important subject, he had given directions for the preparation of another return, founded on actual accounts of the numbers and amounts of foreign letters for two months ?—Yes.

103. If this return is the result of the directions so given by Lord Lowther, is it not clear that that is the only mode in which such a return could be made, by a computation of the number of letters received during the last two months of the year 1842 ?—I have already stated that the data, if correctly taken, and if correctly dealt with, might produce a correct result ; but inasmuch as they lead to a result manifestly impossible, it must be assumed either that they are incorrectly taken, or incorrectly dealt with ; it is not for me to point out which. The result is an impossible result.

104. That is supposing your calculations are correct ?—Whether my calculations are correct or incorrect, it is an impossible result.

105. Mr. *Baring.*] Do you find in this Return to Parliament, No. 201, any statement which would lead you to suppose that was a mere estimate ?—There is nothing more than one note, which states that "of the respective amounts of postage on inland and foreign dead letters no accurate statement can be furnished; they are here given so far as they have been separated in the accounts." From which I infer that the accounts are not in that distinct shape——

106. As to that part, undoubtedly that note explains that that is taken only loosely ; but is there any other part which leads you to suppose it is a mere conjecture or estimate, and not an actual return of facts ascertained ?—No, there is nothing upon the face of it, and that is one reason why I consider it objectionable ; that inasmuch as I must consider it as the result of estimate, it appears to me to be unfair not to state that it is an estimate upon the face of the return.

107. If the estimate is made on Lord Lowther's subsequent information, there would be better means of furnishing a more accurate estimate ?—The means exist unquestionably.

108. That you consider a mere estimate, not a return of known facts ?—It appears to me that an estimate, founded on ascertained facts (if you have the means), should be stated on the face of it as an estimate, and not as a return. It appears to me that any one not familiar with the Post-office arrangements would suppose that, during the whole of the year 1842, an account had been kept of the inland postage on the one hand, and of foreign and colonial postage on the other ; and that this return was a statement of results so obtained. It is still an estimate, though it may have so large a basis as the facts for two months ; but I still contend that it is an inaccurate estimate, whatever basis it may have.

109. If the House of Commons ordered a Return of those special items, is an estimate of what they may be, an accurate answer to the order of the House of Commons ?—It appears to me that that is not the document by which the department should have answered The House ; but that they should have answered in the manner in which they answered The House two years ago : they should have said, "We cannot make such a Return, but we offer you the best estimate we are able to supply."

110. Mr. *Ricardo.*] This Return being given as to a state of facts which had been all settled on the 5th of January 1843, do you think there would have been any difficulty, on the 24th of April 1843, in making that return, not

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as an estimate?—Of course, having been more than nine months out of office, it is impossible for me to state what is the mode in which the accounts of the Post-office are now kept; but unless the accounts of the Post-office are now kept in a manner totally different from that followed when I was in office, the Post-office has it not in its power to make that which is usually understood by Parliament and the country to be a Return. *Rowland Hill*, Esq. 5 July 1843.

111. Mr. *Cripps*.] Then, at all events, supposing the accounts are still kept in the manner in which they were when you were acquainted with them, this paper cannot be what it professes to be?—No, it cannot; but I wish to confine my charges against the department, if they must be so called, within the narrowest possible compass; all that I have thought it necessary to say is, that I believe it to be an estimate, and then to show that it is a fallacious estimate. I certainly do think that the Post-office is not in a position to make such a Return according to the usual acceptation of the word, and that it should not have put forward such a document without stating that it was an estimate.

112. *Chairman*.] Or that it was one founded upon the results of the examination of a portion of the year only?—Certainly.

113. Viscount *Ebrington*.] In your letter to Mr. Goulburn of 27th January 1842, you press for the adoption of certain measures; amongst others is the restoration of the old hour of posting letters for the London evening despatch, keeping open the receiving houses from five to six o'clock for late letters; did you contemplate the necessity of the continuance of those alterations made upon the introduction of the penny postage to the inconvenience of the public, which in this letter you propose doing away with, in order to restore these matters to their former condition?—In proposing my original plan, I of course avoided detail as much as possible; I aimed rather to lay down the principles than to show the manner in which they were to be carried into effect. I therefore did not enter into considerations of such minute importance; at the same time I wish to add, lest the state of things should be misunderstood, that I did not contemplate that the hours for closing the letter-boxes would continue so restricted; I thought it a necessary precaution in the first instance; I only regret that it has been continued long after the necessity, as it appears to me, has passed away.

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*Veneris, 7° die Julii*, 1843.

MEMBERS PRESENT.

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| Mr. F. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. Ricardo. |
| Mr. Cripps. | Mr. Trotter. |
| Mr. B. Denison. | Mr. Wallace. |
| Viscount Ebrington. | |

SIR GEORGE CLERK, BART. IN THE CHAIR.

*Rowland Hill*, Esq. called in; and further Examined.

114. *Chairman*.] THE Committee wish to know whether you have completed all the remarks which you wished to make upon those parts of your plan which have not yet been carried into effect, and also your observations upon certain returns to which you have objections to offer?—Before answering that question more fully, with the permission of the Committee I will put in a copy of the Petition which I lately caused to be presented to the House of Commons. I am desirous of laying this document before the Committee, because I wish it to be considered as a formal statement of the allegations which I am prepared to prove before the Committee; and I have numbered the paragraphs, in order that they may be referred to more easily. *Rowland Hill*, Esq. 7 July 1843.

[*The same was read as follows:*]

*Rowland Hill*, Esq.

7 July 1843.

Petition of Mr. Rowland Hill for inquiring into the state of the Post-office, presented to the House of Commons by the Right honourable Francis Thornhill Baring, M.P., April 10, 1843.

To the Honourable the Commons of Great Britain and Ireland, in Parliament assembled.

The humble Petition of Rowland Hill, of Bayswater, in the county of Middlesex, gentleman—showeth,

1. That early in the year 1837, your petitioner published a pamphlet, recommending that the postage rates should be reduced to a uniform charge of a penny per half-ounce, and developing a plan by which, in his opinion, so great an improvement might be effected, without causing eventually any very serious loss of revenue.

2. That in the latter part of the same year, your Honourable House appointed a Committee "to inquire into the present rates and mode of charging Postage, with a view to such reduction thereof as may be made without injury to the revenue; and for this purpose to examine especially into the mode recommended for charging and collecting postage in a pamphlet by Mr. Rowland Hill."

3. That after a most laborious and thorough investigation, extending over the whole of the Session of 1837–8, the Committee of your Honourable House reported in favour of your petitioner's plan; and strongly recommended its partial adoption immediately, and its complete adoption "so soon as the state of the public revenue would admit of the risking a large temporary reduction;" at the same time expressing an opinion, that the evidence established, among other facts, that "very injurious effects resulted from this (the old) state of things to the commerce and industry of the country, and to the social habits and moral condition of the people."

4. That in the following Session (1839) more than 2,000 petitions, from all parties, and including several from the clergy, were presented to your Honourable House, praying the immediate adoption of your petitioner's plan.

5. That among those petitions more than 300 were from town councils and other public bodies, the greater part of which bore only a single signature each, notwithstanding which the total number of signatures exceeded 260,000.

6. That on the 12th day of July 1839, your Honourable House passed the following resolution: "That it is expedient to reduce the postage charged on letters to one uniform rate of one penny, charged upon every letter of a weight to be hereafter fixed by law, Parliamentary pivileges of franking being abolished, and official franking strictly regulated; this House pledging itself, at the same time, to make good any deficiency of revenue which may be occasioned by such an alteration in the rates of the existing duties."

7. That a Bill founded on this resolution, passed your Honourable House, and shortly afterwards became the law of the land.

8. That at the close of the same Session, Her Majesty, in her speech from the Throne, was graciously pleased to advert to the new measure in the following terms: "It has been with satisfaction that I have given my consent to a reduction of the postage duties. I trust that the Act which has passed on this subject will be a relief and encouragement to trade; and that, by facilitating intercourse and correspondence, it will be productive of much social advantage and improvement. I have given directions that the preliminary steps should be taken to give effect to the intention of Parliament, as soon as the inquiries and arrangements required for this purpose shall have been completed."

9. That the Legislature having conferred on the Lords of Her Majesty's Treasury large powers with reference to the execution of the new law, their Lordships, on the 14th of September 1839, were pleased to appoint your petitioner to assist, under the direction of their Board, "in carrying into effect the Penny Postage;" declaring at the same time that the employment was considered temporary, but making it certain for two years.

10. That certain parts of your petitioner's plan were carried into effect with all possible despatch, and by the next meeting of Parliament (in January 1840), the Penny Rate was in operation; the improvement being thus graciously noticed in Her Majesty's Speech from the Throne: "I have lost no time in carrying into effect the intentions of Parliament by the reduction of the duties on postage; and trust that the beneficial effects of this measure will be felt throughout all classes of the community."

11. That other important parts of your petitioner's plan having subsequently been adopted, Parliament, before the close of the Session of 1840, passed without opposition another Act, giving permanence to the arrangements which had been made by the Treasury, and continuing to that department large powers for the completion of the plan.

12. That in August 1841, about a month before the termination of the two years for which your petitioner's services had been absolutely engaged, he was informed by the Right honourable Francis Thornhill Baring, a Member of your Honourable House, and then Chancellor of the Exchequer, that the Lords of the Treasury were desirous of continuing your petitioner's services; but that owing to the fact that the original engagement had not actually expired, and to peculiar circumstances to which he referred, and which are well known to your Honourable House, he did not consider himself entitled to extend the engagement for more than another year, after which the arrangement would rest with his successor; and that such extension accordingly took place.

13. But your petitioner has now to state to your Honourable House, that since the month of August 1841, scarcely any progress has been made towards the completion of your petitioner's plan; on the contrary, one important improvement, which had received the sanction of the late Treasury Board, and which would have been highly beneficial to the rural districts,

districts, and in all probability advantageous to the revenue, has, your petitioner is led to believe, been indefinitely postponed. *Rowland Hill*, Esq. 7 July 1843.

14. That certain inquiries essential to the success of an important improvement then in progress, which inquiries were about to be prosecuted by your petitioner under the authority of the Treasury Board, as at present constituted, were, by the interposition of the Post-office, prevented from taking place; and the authority whereon they were to be made was withdrawn.

15. That all your petitioner's efforts to promote economy and the public convenience, by introducing the remaining parts of his plan, have been ultimately frustrated.

16. That at the expiration of the third year of your petitioner's engagement, viz. on the 14th September last, when many specific improvements recommended by your petitioner, some involving large savings of public money, were actually in progress, the Lords of the Treasury terminated your petitioner's engagement, thus depriving him of every chance of completing his appointed task.

17. That the plan of Post-office improvement, thus left incomplete, has from the first been stated by your petitioner to consist of the following parts:—

1. A uniform and low rate of postage.
2. Increased speed in the delivery of letters.
3. Greater facilities for their despatch.
4. Simplification in the operations of the Post-office, with the object of reducing the cost of the establishment to a minimum.

18. That the only portion of the plan which is as yet fully carried into effect is the institution of the penny rate.

19. That for increased speed in the delivery, or greater facilities for the despatch, of letters, little or nothing has been done.

20. That with regard to the simplification of arrangements, and consequent economy, though many important and successful changes have been made, yet little has been effected in proportion to the opportunities afforded by the adoption of uniformity of rate and prepayment.

21. That the opinion which your petitioner expressed, both in his pamphlet and in his evidence before the Committee of your Honourable House, was to the effect that the maintenance of the Post-office Revenue, even to the extent on which he calculated (about 1,300,000 *l.* a year), depended on carrying into effect the plan as a whole.

22. That the opinion adopted by Her Majesty's Government, that the further progress in Post-office improvement may be left to the Post-office itself, is contrary to all past experience, and is contradicted by measures recently adopted by that establishment.

23. That the questions to which your petitioner sought to gain the attention of the Treasury involve savings to the extent of hundreds of thousands of pounds per annum; an advantage to the revenue entirely independent of that augmentation of letters which the whole experience of the Post-office shows may safely be anticipated from the adoption of those measures, suggested by your petitioner, which have reference to increasing the utility of the Post-office to the public.

24. That, notwithstanding the extreme depression of trade which existed when the Penny Rate was established, and has continued to prevail ever since, and notwithstanding the very imperfect manner in which your petitioner's plan has been carried into effect, the want of due economy in the Post-office, the well-known dislike to the measure entertained by many of those persons to whom its execution has been intrusted, and the influence such dislike must necessarily have had on its success, yet the results of the third year of partial trial, as shown by a return recently made to the House of Lords, are a gross revenue of two-thirds, and a net revenue of more than one-third of the former amount.

25. That the present gross revenue, as shown by the same return, is almost exactly the same as it was under the Fourpenny Rate.

26. That the net revenue of the Post-office increases from year to year, while every other branch of revenue appears to be decreasing.

27. That, looking to these results, your petitioner trusts your Honourable House will see no reason to doubt that a few years with a revived trade would suffice to realise all the expectations which he held out, provided the whole plan be carried into effect with zeal and economy.

28. Your petitioner desires to submit the truth of the foregoing allegations to the severest scrutiny, and therefore humbly prays that your Honourable House will be pleased to institute an inquiry into the state of the Post-office, with the view of adopting such measures as to your Honourable House may seem best for fully and fairly carrying into effect your petitioner's plans of Post-office improvement, and thus realising the undoubted intentions of the Legislature.

And your Petitioner will ever pray.

Bayswater, 4 April 1843. (signed) *Rowland Hill.*

*Witness.*] I have read the printed Evidence of Monday and Wednesday, and as a considerable portion of it relates to a very painful part of my duty, the Committee will allow me to define exactly the nature and extent of that duty. I have undertaken to show that entrusting my plan to the Post-office for completion is tantamount to its abandonment; or, what is worse, to such a mutilation of it as will make attempts at Post-office improvement ineffectual for the purposes either of economy or public convenience, and thus destroy the popularity

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popularity which at present attaches to the subject of Post-office reform. I also purpose to show that the statistics of the Post-office are presented to Ministers in such a state as necessarily to mislead them; that they have misled the Government; that they have deprived the public of most important conveniences, and the Treasury of no inconsiderable revenue, and that they have put in jeopardy the continuance of the penny rate. For the purpose of proving these two important propositions, it has become necessary that I should lay before the Committee matter involving more or less of blame to the gentlemen of the Post-office; but I earnestly entreat the Committee clearly to understand that crimination is not my object, but a necessary result from the means I am forced to adopt for the attainment of an object of the highest public importance. With regard to the two returns which were under consideration on Wednesday, I have chosen to consider their errors, as I was in common charity bound to do, involuntary, and resulting from the imperfection of the data upon which they were made up, and therefore I called them conjectural; but if it is to be maintained that they are founded on sufficient data, inasmuch as the errors will still remain as clearly as before, the only consequence would be that an inference might be raised adverse to the supposition that the errors were involuntary, and the fact that such errors are numerous, all on one side, viz. against inland postage, and all favouring the known predilections of the Post-office, would be adduced in support of such an inference. The Committee will, however, do me the favour always to bear in mind that the great question is, Are the Returns erroneous or not; and, if they are, do their errors lead to practical important results? If these questions are both answered in the affirmative, it is very immaterial to my case in what manner, and from what motives, the errors have arisen. I wish further to mention, that since Wednesday last I have met with an estimate in the Third Report of the Postage Committee, at page 16 of the notes, of the cost of conveying newspapers; the cost in the year 1837 was estimated by the Committee at 293,000 *l.*; it is part of the Report; and since that time the number of newspapers that passed through the office has considerably increased, to the extent, probably, of about one-fourth.

115. At what time did you first make any detailed proposition to the Treasury with regard to the alterations and improvements in the delivery of letters in London, contained in the paper transmitted to the First Lord of the Treasury in January last?—I cannot call to recollection that I made any detailed proposition of the kind previously to my addressing a letter to the Chancellor of the Exchequer while I was in the Treasury, of the 31st of May 1842, which is in these terms:—"Meanwhile I take the liberty to enclose extracts from what I have ventured to call my 'Book of Agenda,' with reference to the five measures enumerated in my letter of the 27th of January. These extracts will, I hope, suffice to show the importance and practicability of the measures in question, and to indicate the state of preparation in which I stand with regard to the other numerous improvements alluded to in my letter of the 7th of March." The paper which accompanied this letter was very similar to the one to which the question applies—as regards the measures under consideration nearly identical with it.

116. Had you previously suggested the same alterations to the Treasury, though not in the same detail?—I had.

117. What was the first time at which you made any representation to the Treasury upon the subject of these improvements?—I represented to the Treasury in general terms the importance of these improvements almost immediately upon my entering the Treasury in September 1839.

118. Did you consider them then to be essential to the complete success of your plan?—Most assuredly.

119. Were any reasons assigned at that time for postponing their consideration?—Yes; the Chancellor of the Exchequer at that time represented that it would be advisable, in the first instance, to attend to the leading points of the plan, and to leave the matters of detail for after consideration.

120. Then at what time did you again bring that subject under the notice of the Treasury?—It was brought in part under the notice of the Treasury upon my representing the necessity for keeping the offices open to a later hour for the receipt of late letters; that I think was about the close of 1840.

121. Was there any extension of time granted for closing the boxes in the receiving houses at that time?—There was.

122. Were

122. Were any reasons assigned for the further postponement of the consideration of the other parts of your plan?—I am not aware that at that time the other parts of the plan were pressed at all upon the attention of the Treasury.

123. When did you press those points upon the attention of the Treasury?—I have already stated that I pressed them upon the attention of the Treasury in general terms, almost immediately upon my entering the Treasury. I am not aware that I pressed them upon the attention of the Treasury as a complete plan subsequently to that time until May 1842, though it will be seen that in January 1842 I addressed a letter to the Chancellor of the Exchequer, in which the measures are named in general terms. That letter appears in page 29 of the Minutes of Evidence, in answer to question 81. "While the question of registration has been awaiting decision, I have turned my attention to other measures of Post-office improvement, which I have long been desirous of submitting for your consideration, but thought it my duty to postpone until the question of registration was settled. As, however, some of these measures are both important and urgent, I beg to inquire whether, if circumstances should still further delay the decision of this question, I may, in the meantime, be permitted to submit in detail my views on one or more of the measures to which I have adverted, or any others to which you may prefer to direct my attention. The following appear to me to be some of the most pressing, either on account of their intrinsic value as measures of convenience or economy, or with a view of meeting public expectation, viz.; 1st, The restoration of the old hours of posting letters for the London evening despatch, by adding another half hour to the time allowed for posting late letters at the branch offices, and by opening the receiving houses, or at least certain of them, for the same purpose from five to six o'clock. 2d, An earlier delivery of London General-post letters. 3d, Arrangements for effecting a much more speedy and frequent circulation of letters by the London District-post, similar to those recommended in the Ninth Report of the Commissioners of Post-office Inquiry." That formed a distinct part of my plan. The Committee will observe that I described the measures in general terms, and requested permission of the Chancellor of the Exchequer to submit to his consideration those measures, or any of them, in detail.

124. They were not stated in detail to the Chancellor of the Exchequer at that time?—Not at that time; I asked permission to state them; but that permission I never received.

125. The Chancellor of the Exchequer, in his letter to you of the date of the 21st of March 1842, states that he "must necessarily look to the revenue to be derived from the Post-office, and that as the expenditure of the department, taken as a whole, has hitherto exceeded the receipts (he says), I must naturally be cautious as to increasing that expenditure without some early prospect of an adequate return." When did you submit to the Chancellor of the Exchequer any detailed plan, showing that the improvements which you then wished to have effected could be adopted without incurring any material additional charge?—The Committee will be aware that on first describing these measures, namely, in my letter of the 27th of January, I asked permission to submit them in detail. Not obtaining that permission, I submitted them without waiting for it; and that, as I have already stated, was on the 31st of May.

126. Therefore, till the 31st of May 1842, the Chancellor of the Exchequer was not in possession of sufficient data to form any opinion as to the expediency of your suggestions?—Certainly not; the Chancellor of the Exchequer not having allowed me to submit the detail as I requested.

127. Are those letters which you have given in the only communications which you had with the Chancellor of the Exchequer?—They are.

128. Personally, or in writing?—I never saw the Chancellor of the Exchequer between those two periods.

129. Did you submit your suggestions to any other officer of the Treasury?—Not that I am aware of, upon those points.

130. Had you an opportunity of doing so?—Having first addressed myself to the Chancellor of the Exchequer, I considered it necessary to wait a considerable time at least, in the hope of obtaining from him the permission I solicited. I certainly had access, and very ready access, to yourself, for which I felt much indebted; but it will be recollected, I am sure, that that access had

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reference to measures of less importance, viz. to the conduct of the current business of the office rather than to the discharge of the more important and difficult duties; and I am sure you will also recollect that in some instances, when I touched upon more difficult and important duties, the answer I invariably received was, that these matters must be referred to the Chancellor of the Exchequer.

131. But do you know whether those matters were referred to him or not?—I have no means of knowing whether they were or were not.

132. Those great improvements which you considered essential to the complete success of your plan, you preferred to communicate directly to the Chancellor of the Exchequer himself rather than through any other medium?—I understood it to be the wish of the Chancellor of the Exchequer himself, and having addressed him on the subject, I thought it right to await his leisure before taking any other steps, knowing as I well did that every Chancellor of the Exchequer has his time very fully occupied.

133. Do you know what steps were taken after such communication to the Chancellor of the Exchequer on the 31st of May, of your plan, with reference to the improvement of the London despatch and delivery?—No, I am not aware that any steps were taken; I never had any communication from the Chancellor of the Exchequer on the subject.

134. You have stated that you brought the subject of the improvement of the London Post-office under the consideration of the Treasury, at the end of the year 1840, when the extension of the time of closing the boxes of the receiving houses was adopted upon your recommendation?—No, I have not stated that that was the case. I have stated that at that time I brought under the consideration of the Treasury some part of the plan.

135. Was any part of your plan then adopted by the Treasury?—The measure which I brought under consideration at that time was the specific measure of keeping open the different offices to a later hour, and instructions were given to the Post-office to take a step in that direction, not so far as I considered desirable, certainly; still something was done.

136. Did your suggestions to the Treasury embrace any other points but that to which I have referred?—Not that I recollect. I ought to state that with the late Chancellor of the Exchequer my communications, except upon certain occasions when I received his instructions to state my views in writing, were generally *vivâ voce*.

137. Do you recollect whether you urged upon the Treasury during any part of the year 1841 the adoption of those improvements?—I do not bear the fact in recollection. I do not think I did urge upon the Treasury the adoption of all those improvements; of certain of them I undoubtedly did.

138. Do you know why at that time they were not adopted?—I believe that they were not adopted at that time, because other great changes in the Post-office arrangements were then very recent, and it was considered in the Treasury that it would be unwise to press upon the office so quick a succession of improvements as I certainly was desirous of obtaining.

139. Did you coincide in the propriety of that reasoning?—I acquiesced in it certainly.

140. Then any delay which has arisen in the adoption of those improvements cannot be imputed as a matter of blame to the Post-office?—That is a question which I find it very difficult to answer, inasmuch as the communication between myself and the Post-office was through the Treasury, and consequently I was not always cognizant of the course of procedure—I merely learnt the results.

141. I understand that you did not state in detail the manner in which you proposed to effect those improvements to the late Government?—No; I do not recollect that I ever did state them in detail as a whole at one time. I would wish to add, however, that nearly the whole of the improvements now under consideration were proposed by me in great detail, even before I went to the Treasury, and before my plan received the sanction of Parliament.

142. Does that appear in any of the Reports?—It will appear in the Ninth Report of the Commissioners of Post-office Inquiry; indeed the improvements now under consideration formed the subject of that Report chiefly; that is six years ago.

143. Mr. *Hawes*.] And they also appear in the Third Report of the Select Committee on Postage?—Yes; but in less detail.

144. *Chairman*.]

144. *Chairman.*] You state the defects of the present arrangement of the delivery of letters in London would be remedied by making the collection and delivery of letters once an hour instead of once in two hours, and by establishing district offices so as to avoid the necessity of making all letters, as at present, pass through the head office at St. Martin's-le-Grand?—That is part of the remedy; not the only one.

145. Are you prepared to state to the Committee how you meant to obviate the necessity of making all district letters (to which I presume it refers) pass through the head office at St. Martin's-le-Grand?—It refers chiefly, but not solely, to district letters; my views upon that subject are stated in very great detail in the Ninth Report of the Commissioners of Post-office Inquiry; they were submitted to the Commissioners early in the year 1837; since then they have undergone some slight modification. The plan of district offices which I recommended was of this kind. It appeared to me that London was too large a place to be treated as a single town; that it must, for Post-office purposes, be divided as it were into several towns. I suggested that the division into Parliamentary boroughs might probably serve the purpose, and recommended that in each of those boroughs one or more offices should be established, resembling what are called branch offices, in many respects; that those offices should be of a grade intermediate between the chief office in St. Martin's-le-Grand and the receiving houses; that all the receiving houses of any one district should communicate with the superior office of that district only; that the letters, when collected at the receiving houses, should be carried to such superior office; that they should be there assorted for the different districts into which for this purpose London would be divided, and that bags should be despatched (by means which I described in detail in my evidence) to the several districts, the letters there to be assorted for delivery, and delivered from the district offices. Under this arrangement, a letter written at Bayswater, and addressed to Piccadilly, instead of being carried, as it now is, by the door of the house and three miles beyond, to the Post-office, and then brought back again over the same ground for three miles, would go to the office of the district in which Piccadilly is situated, and be delivered from thence.

146. That would involve a double sorting of the letters?—The letters are now doubly sorted; it would require that the letters should be first assorted for districts at one office, and then, part of them at least, assorted for delivery at another office; but those two processes of sorting are now gone through at the same office—indeed they are not in every instance even now done at the same office; it is even now done in many cases at two different offices.

147. But there was to be a sorting of the letters at the receiving house?—It was not an essential part of the plan that there should be any sorting at the receiving houses. I did suggest it as a desirable arrangement, but did not describe it as an essential part of the plan.

148. Suppose several letters were put into a receiving house, addressed to places in every district in London, how were those letters to be dispersed?—I proposed that they should all go in the first instance to the office of the district in which the receiving house is situated, and there be assorted. I may add, that the matter was very fully investigated by the Commissioners of Post-office Inquiry, who not only examined me more than once, but who examined Mr. Smith, the active head of the department; and that their report recommends the adoption of my plan.

149. As affording a saving of time?—As affording a saving of about one-half of the time.

150. Would there be any saving, in your opinion, in the expense?—Taking that arrangement alone, I doubt whether there would be any saving in expense; indeed, it is not recommended as a step in economy, but as an arrangement under which the district post would be rendered much more convenient to the public than it now is, and that without any serious addition of expense. I am not sure that there would be any addition at all.

151. It is a measure you would recommend, on account of the increased facilities it would give to the public, trusting that the additional expense incurred by it would be more than covered by the increase of correspondence?—At the time I submitted the plan to the Commissioners, that was the view I took. I then possessed much less information on the subject of the Post-office than I now do; and I was disposed to concur to some extent in the opinion expressed by

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by Mr. Smith, that there would be an additional expense incurred in the adoption of the plan; but my opinion now is, that the plan may be adopted with little or no additional expense; consequently, that whatever increase of letters might result from the plan would be in addition to the net revenue of the department.

152. Is that connected with the other part of your plan, namely, the consolidation of the two corps of letter-carriers?—The two certainly are connected, though the connexion is not, perhaps, absolutely indissoluble; still I should wish the plan to be taken as a whole, as consisting of the establishment of the district offices, of the establishment of hourly deliveries, and the union of the two corps of letter-carriers.

153. When you were first appointed to your situation at the Treasury, were not orders given to the Post-office to afford you all the facilities in their power, in order that you might observe the practical working of the Post-office arrangements in London?—The orders were, I believe, simply to afford me every possible facility; but it will appear on the minute.

154. Did you avail yourself of that order, and make frequent visits to the General Post-office in St. Martin's-le-Grand, with a view to make yourself acquainted with the practical working of the system?—I went to St. Martin's-le-Grand as frequently as I considered it necessary or desirable, with that view. I did not consider that a knowledge of the minute details was necessary on my part; I believe that I possess an ample knowledge of the details of the office for the discharge of the duties of which I was appointed; and whenever additional information was required, the usual course was either to apply for it in writing, or to request the gentleman at the head of the particular department to call upon me at the Treasury, or to send my assistant to the Post-office.

155. Did you consider that your knowledge of the practical details was sufficient to enable you to form an opinion as to the practicability and expediency of those detailed alterations which you suggested?—Certainly.

156. In recommending the consolidation of the two corps of letter-carriers, had you previously ascertained the exact duties performed by the men in the early part of the day?—Yes, I had. I have the information now upon the table.

157. You recommended that the whole of the letter-carriers, both the General-post and District-post letter-carriers should be employed at the Post-office in sorting the letters in the morning, for the purpose of sending out the General-post and District-post letters by the same delivery and by the same persons?—No; I have never recommended such an arrangement as that.

158. Will you state in your own words what is the arrangement you propose as to the morning deliveries?—I propose as to the morning delivery, that the present General-post letter-carriers' walks, 250 in number, should be subdivided, each into two walks, and that 500 instead of 250 letter-carriers should be employed for the delivery of the General-post letters, taking also the few District-post letters which there are for delivery at that hour; but this would not require the whole company; the total number of letter-carriers is considerably more than 500.

159. Would it require the presence of the whole force at the Post-office in the morning for the purpose of sorting the letters for this early delivery?—No, it would not; the number of persons who might be put upon that duty, if it were necessary to employ the whole force, would be about 1,000 men; so great a number is not required for the duties to be performed.

160. Will you state how the number of 1,000 is made up?—It is made up of the two corps of letter-carriers employed in the compact parts of London—exclusive of the suburbs; and sorters, stampers, messengers, clerks, and all the persons in the service of the Post-office in St. Martin's-le-Grand, and at the branch offices, with the exception of those whose duties are more analogous to those of a secretary; I mean those engaged in conducting the correspondence of the department—also those employed in the money-order business, the accounts, &c.

161. It is your opinion that by proper arrangements, by the consolidation of those two corps, there might be an hourly delivery of letters within the London district, without any additional expense to the public?—Without any additional expense

expense to the public, or with a very small addition. A reference to the paper which is printed will show that I speak of a very small addition.

162. To what amount do you expect that small addition will be?—I have not estimated it; I am not clear that any addition will be necessary. If there is any hour of the day at all at which the whole number of letter-carriers is not quite sufficient for the discharge of the duty, it is at the time of the second delivery. The first delivery includes the General-post letters; there is quite a sufficient number for that delivery, but there might be some difficulty in providing for the next delivery, which would commence before that was concluded; it is to provide for that number that possibly some slight addition might be required; if so, it would be necessary either to engage a few additional letter-carriers, or to employ some of the sub-sorters as letter-carriers at that hour, in the same manner that they are now employed in the early delivery.

163. But you are not prepared to state with precision whether any additional strength would be required, or if it were required, to what extent, and what would be the additional cost?—I am quite certain that the additional strength would be very trifling. I am doubtful whether any additional strength would be required, but I cannot say positively that a very small addition may not be necessary; I am quite sure that 1,000 *l.* a year would exceed the additional expense.

164. You think the additional expense would be more than compensated by the additional facilities which the public would derive from it?—Very much more than compensated.

165. And in your opinion the revenue would be so far increased as to cover that expense?—Certainly; the advantage of the union of the two corps of letter-carriers will, I think, appear thus:—Suppose a postman's round is a mile; if walked over by a General and by a District postman, it then becomes equal to a walk of two miles for one man. Now suppose those two men have their letters, and they divide their round into two half-mile rounds, each taking so much of the united mass of letters as belonged to his new round, can it be doubted that there would be a saving to the public? Take, for example, the houses in the last half of the old round, would they not by the new arrangement have their letters very much sooner than under the present one? Then with reference to the men, is it not clear that such a saving of labour would be produced as would enable the Post-office greatly to increase the number of deliveries without adding to the labour of the men?

166. But would not additional sorters be required by the head office or the branch offices, if those persons were employed every hour in going their rounds?—Additional sorters would not be required merely because the number of deliveries was increased; if that increase of deliveries led to an increase of letters, on that ground greater strength might be necessary. But I propose improvements in the mode of sorting, which would supply the additional force in effect without increasing the number of sorters. So far from additional deliveries creating the necessity for additional sorters, the additional deliveries would enable the same number of sorters to assort more letters, inasmuch as they would keep them more constantly employed. I submit to the Committee that it is necessary that the force should be equal to the maximum demand upon it.

167. I believe at present the letter-carriers are employed also as sorters?—They are now, to a certain extent, and I propose that they should continue so to be employed.

168. My question had reference to this, whether, if they had hourly deliveries of letters, it was possible that they could have any time to act as sorters?—In the paper which I laid before the Committee on Wednesday last (page 36), will be found a detailed statement of the mode in which every delivery is to be accomplished, and a very careful estimate also of the strength required for the assortment of the letters, as well as for their delivery, and a comparison of the number of hours each person would be employed under the new arrangement, with the number of hours each person is now employed; and it will be found that, after making very ample allowances for errors, the labours of the men, instead of being increased, would, to some extent, be decreased.

169. It appears in that table that the time allowed is for delivery; it does not include the time for sorting?—Not in that table, but in another part of

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the statement; in page 37 will be found an estimate of the time required for sorting and delivering combined; it shows the whole; it gives an average for each man of seven hours per day, and it is stated by the gentlemen of the Post-office that they are now engaged on the average more than eight hours per day.

170. That is, upon the supposition that 1,000 persons are regularly employed for the sorting and delivery of letters?—No, I have not made that supposition; I have shown in the statement that there is an available strength of 1,000 persons, but I have not supposed that the whole of that strength is put forth at any moment of the day.

171. It would require 1,000 persons working six hours, and 79/100th parts of an hour to be constantly employed to execute that work in the time stated in this table?—Yes; after making very ample allowances for omissions, and so forth.

172. Mr. *Hawes*.] Those occasional allowances amount to 15 per cent.?—Much more than that; there is the addition of a third more at once. I have also assumed that letters and newspapers are prepared for delivery at the rate of two per minute, whereas it will be found, on reference to the evidence given before the previous Committee on Postage, that it was stated by the gentlemen from the Post-office, that the average rate of sorting was 30 per minute, or 15 times greater than my allowance. It will be necessary to add, however, that there are some other duties besides sorting, the whole of which are included in the estimate of two letters per minute.

173. *Chairman*.] Is it your opinion that about 1,000 persons are at present employed by the Post-office for those duties?—No, that is not my opinion; my opinion is, that there are 1,000 persons in the employment of the Post-office who might be employed in those duties under the arrangement which I have recommended, but I know that many of them are at present not so employed; for instance, I include in my estimate the majority of the clerks at the branch offices, who would under the plan I propose be employed in this business; at present they are not so employed; the branch offices under my plan would become the district offices of which I have spoken.

174. Do you consider that it would be an effective plan to employ persons who were qualified to be clerks in the mere mechanical work of sorting?—They are so employed now at St. Martin's-le-Grand.

175. But with the assistance of a large body of letter-carriers?—Similar assistance would be given at the district offices.

176. They are not so employed at present at the branch offices?—No.

177. Have they full occupation at those offices?—I do not think they have at all.

178. Have you examined into the detail of their duties?—No; I have not examined very minutely into the detail of their duties.

179. Upon what ground do you state your opinion that they have not full employment?—On this ground, that their labours do not commence so early in the morning as those at the central office, and that during the middle of the day there is comparatively little to do at the branch offices.

180. Did you ever yourself personally visit one of those branch offices to know what their duties are?—No, I have never visited one; but I conceive that the extent of duty performed may be ascertained without personal inspection of the office; the returns state pretty nearly what their duties are, and the number employed.

181. Do you know what the amount of their remuneration is?—Yes; I know that in some cases it is very great indeed; some of the clerks at the branch offices receive 300 *l.* or 400 *l.* a year; there is one, I think, receives 500 *l.* a year.

182. Is he one of the persons whom you would employ in sorting the letters?—I would not force any old servant of the Post-office into the performance of a duty which he felt to be degrading; each branch office would of course require a head, under my arrangement, and the gentlemen now at those offices, if qualified for the duty, might, I conceive, with great propriety be appointed as heads of the offices; of course I do not contemplate making the head or principal man at any office sort with his own hands.

183. Have you any reason to believe that the authorities at the Post-office object to all or any part of these improvements which you have just detailed to the Committee?—Yes, I have.

184. Upon

184. Upon what grounds?—Grounds have been assigned for opposing the arrangements, which appear to me to be very unsatisfactory; for instance, the plan of uniting the two corps of letter-carriers—it did not originate with myself, it dates back as far as about the year 1829; it was recommended then by the Commissioners of Revenue Inquiry, and a qualified recommendation of it was made again by the Commissioners of Post-office Inquiry in 1837. On that occasion the gentlemen from the Post-office were examined and stated their objections, and they amount, as it appears to me, to this; that inasmuch as neither corps could perform the joint duty of both, therefore the union of the two corps would be useless. That appears to me to be the form which their objections have taken.

185. Those are the only objections which have been urged to your recommendation?—As I said before, the arrangements made at the Treasury prevented, or rather I should say discouraged, immediate communication between myself and the Post-office as to projected improvements; and therefore I am not in a position to state exactly what objections were raised by the Post-office; it will be seen on reference to one of the letters which I read on Wednesday last, that Mr. Goulburn stated that he had conferred with the Postmaster-general on the subject of the measures which I suggested, but he did not communicate to me the opinion of the Postmaster-general, and I have had no means of ascertaining it. On reference to page 61 of the Ninth Report of the Commissioners of Post-office Inquiry, I find that Colonel Maberly gave the following evidence. He was asked this question, "It has also been suggested to the Commissioners that it would be advantageous to amalgamate the establishment of sorters and letter-carriers for the General and Twopenny post; since you have been connected with the Post-office have you formed any opinion upon that point?—I went to the Post-office rather inclined to take that view of the subject, but the two reasons which have weighed with me not to go into the consideration of it are, first, that the times of delivery are different, and secondly, that the Twopenny-post letter-carriers have such a quantityof letters to deliver that they cannot do more, and that if you laid additional business upon them, you would only have to increase the number, and consequently gain no advantage from an amalgamation of the two descriptions of letter-carriers." The objection is, that one of the bodies, namely, the Twopenny letter-carriers cannot do the whole work. Now the proposal is not to increase the total quantity of work, but merely to let the two bodies work together, instead of two men going along the same street to deliver, the one General-post letters and the other Twopenny letters; one man would do the work of both, but would be required to walk a shorter distance. I have mentioned, if I recollect rightly, in this paper, that the circumstances are such as to favour this opinion in every possible way; for at the time that there is so much pressure upon the General-post letter-carriers, namely, in the morning, the District-post letter-carriers have scarcely anything to do. It so happens that at the very time when 250 men are employed in delivering at least 50,000 letters and newspapers, (after deducting all that are delivered by the early delivery, and all that are taken to the public offices, and so forth,) 170 District-post letter-carriers are employed in delivering 4,000 letters; so that the duties are in no way proportionate; I propose to add the 4,000 to the 50,000, an addition that would scarcely be felt,—which is less than the increase which takes place every Monday morning,—and to double the strength put upon that work, which obviously would be advantageous not only to the public, but also to the men themselves.

186. Mr. *Cripps*.] Many of those District letters would have to be delivered at the same houses at which the General postmen would have to call?—Yes, it does and must happen that the two men are frequently at the door of a house at the same time.

187. This would refer to the morning delivery, and the day mails?—The plan which I would propose is this: to remove all distinction between one class of letter-carriers and another; to treat them precisely alike; to employ some or other of them at all the deliveries throughout the day. I do not contemplate increasing the labours of the men at all; on the contrary, I contemplate some small diminution in their labours; because, though 500 letter-carriers would, according to my plan, be put upon this first delivery, yet it will be seen on a reference to my paper, that a much smaller number would suffice for the other deliveries of the day.

 188. You

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188. You spoke of 4,000 letters; is that the ascertained number of District-post letters delivered at that period of the day which corresponds with the first General-post delivery?—Yes; I am stating those facts, derived from the Post-office itself, and in a written form.

189. When was that account taken from which you speak of the early delivery as consisting of 4,000 letters?—It was early in 1842.

190. Do you think there has been any considerable increase in those early deliveries from the delivery of circulars which tradesmen make up at night after their shops are closed?—No material increase; there is a gradual increase going on in the number of letters.

191. Does not that increase particularly appear in the early deliveries?—No, it extends to all the deliveries.

192. *Chairman.*] In a considerable part of the London district the same individuals deliver both descriptions of letters, do they not?—The arrangement of having different sets of men to deliver different letters is peculiar to London; it does not exist in any other part of the United Kingdom, and it does not exist in the whole even of London; and where it does exist, it is broken in upon every day; it happens every day that every District-post letter-carrier delivers also General-post letters; it is almost impossible to draw the line and say what the regulation is, it is so anomalous. I have brought with me a map showing the limits of the arrangements, so far as they have been marked. (*The Witness produced the same.*) Within the line marked in that map there are two corps of letter-carriers; without it, there is only one. I perhaps may mention that in all probability this arrangement resulted from the accidental circumstance of the Twopenny-post being ingrafted upon the other system. Honourable Members will be aware it was established in the first instance as a private speculation by Mr. Dockwra towards the close of the Protectorate; it afterwards became part of the general system; but I imagine that the circumstance of its being still to a certain extent treated as a distinct establishment resulted in that accident—that it was once a private undertaking.

193. Mr. *Cripps.*] It was bought up by Act of Parliament, was it not?—No; it was forced from Mr. Dockwra by an action brought in the reign of Charles the Second. Mr. Dockwra, however, was employed afterwards in the Post-office in conducting it, and he was subsequently removed by the Lords of the Treasury, on complaints from the Post-office made against him.

194. *Chairman.*] Have you any further observation to offer on the proposal you made for the improvement of the delivery of letters in the metropolis?—I wish to state that the Commissioners of Post-office Inquiry recommend every part of the plan; they recommend, in a qualified manner, the union of the two corps; they recommend the establishment of district offices; they recommend hourly deliveries. All the principal features of the plan were very fully considered by that Commission, and the result was a recommendation on their part that they should be adopted, not at once, but gradually.

195. Was it their opinion that they could be adopted without any addition to the strength of the establishment?—No; their opinion was that it would require some addition to the strength, my own opinion being at that time to the same effect. It is only since I became better acquainted with the arrangements of the Post-office that I have formed the opinion that little or no addition to the strength is necessary.

196. Mr. *Baring.*] The strength of the Post-office also has been increased subsequently?—It has.

197. Mr. *Cripps.*] Do the letter-carriers now complain of the labour of their occupation?—They do frequently, but that results, in my opinion, in a very great measure from the want of better arrangements; I may mention to the Committee that there are several of the letter-carriers who have themselves very fully and very ably considered this very question, and that reports have been made to the Treasury by letter-carriers themselves, in which they recommend these very steps.

198. *Chairman.*] To whom were those reports addressed?—They were addressed to me when at the Treasury.

199. Nothing further was done upon those reports?—I laid them before Mr. Baring.

200. Mr. *Cripps.*] You do not think those complaints of fatigue are altogether groundless upon the present arrangement?—I certainly do not think they

they are; but the Committee will be pleased to consider that my plan saves labour in many points, not only by the union of the two corps, but by the establishment of the district offices, by which the distance which the letter-carrier has to go to obtain his letters for delivery would, in many cases, be greatly diminished. Again, the addition to the number of deliveries that I propose is not so great perhaps as it may at first appear. There are now, including the mid-day delivery of General-post letters, nine deliveries; under the arrangement I propose there would be 13.

201. Mr. *Hawes.*] You have stated that two additional deliveries have been established in the suburbs of London?—In certain suburbs.

202. Have there been additional despatches from the suburbs to London?—One additional despatch from the suburbs to London was established in the year 1838, I think; but when the last addition was made to the deliveries it was not accompanied by an additional despatch.

203. Should not the despatches be as frequent as the deliveries?—It appears to me that the despatches from the suburbs should not only be equally frequent with the deliveries, but more frequent than the deliveries; inasmuch as the despatches from the suburbs would cost very little, and the letters would fall in with the provision already made in London for their delivery.

204. Mr. *Cripps.*] Have those extra despatches which have lately been established produced a corresponding increase of letters?—The first unquestionably produced not only a considerable addition to the gross revenue, but some addition to the net revenue; the date of the last additional despatch is so recent that I should doubt whether the results can have been ascertained, and, at all events, I have no means of knowing what they are, inasmuch as it took place after I left the Treasury.

205. Mr. *Baring.*] Are there not considerable complaints of the Post-office communications with the suburbs of London?—Very great complaints; it will perhaps be present to the recollection of Honourable Members that it is necessary to employ messengers if they desire despatch in the conveyance of their letters.

206. Is it your impression that a larger number of letters would come to the Post-office if the facilities of communication with the suburbs were increased?—I think there can be no doubt that such would be the result; I believe that no improvement of the kind has ever taken place in the Post-office without its being accompanied by such a result.

207. You have been asked as to your having submitted to me, while I was in office, a detailed plan with reference to the London District-post; was the course which was always pursued in doing business this: that you brought before me the different points for the carrying out of your plan; that then I selected, in communication with you, those points which I thought it most advisable to turn our attention to first; and desired you to make a detailed report upon those particular points; but that you never submitted to me detailed propositions, unless by my direction?—Certainly; that was the course of procedure.

208. Was the course then this; that you, having submitted a detailed plan that was referred to the Post-office, the Post-office reported their objection to the plan, or their comments upon the plan, and then the Treasury Minute went forward, as it was decided upon the hearing of both sides?—That was the course frequently adopted, according to my recollection; in many instances, the measure was discussed between yourself and Colonel Maberly, and no written document passed; it of course depended very much upon the importance of the measure under consideration.

209. Therefore, until we had decided to take up a particular point, the communications were verbal?—Certainly.

210. And a conversation may have taken place upon those different points between you and me, without any appearance at the Treasury of a detailed report?—Certainly, I cannot doubt that such conversations took place frequently, inasmuch as I enjoyed the advantage of almost daily intercourse with you when at the Treasury.

211. Mr. *Hawes.*] In developing your plan and the alterations which flowed from it, have you sustained any inconvenience from the imperfect manner in which statistical details, if any such existed, were recorded in the Post-office?—I have experienced the greatest possible labour and inconvenience from that

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cause, which has given rise first of all to the greatest portion of the controversy which has existed between the Post-office and myself; it would have been thought *à priori*, that as a matter of rational curiosity, if for no higher object, the number of letters passing through the Post-office would have been carefully recorded; but for any proposed alteration it was indispensable. As it was, the numbers could only be arrived at by estimation, which of course could only approximate to the truth. The difference between the Post-office and myself as to this estimated number, produced of course a discrepancy between us as to the average postage of letters; from their view of this average it resulted that the Post-office thought a twelvefold increase of letters necessary to sustain the gross revenue, instead of a fivefold increase, which I had calculated on as being sufficient. It is quite clear that in a fiscal point of view the propriety of adopting the penny rate might altogether depend upon whether the Post-office or myself had arrived at the right conclusion. Again, when the late ministers determined on improving the distribution of letters in the rural districts, information as to the amount of population not included within the system of Post-office distribution, became necessary; but it was found that no information existed in the Post-office; it was therefore very difficult to determine satisfactorily how far the system ought to be extended, and what additional expenditure would be likely to be repaid.

212. In proposing your plan, did you absolutely insist upon the establishment of the penny rate?—No, I did not, as will appear by a reference to Answer No. 127 of my evidence before the Postage Committee. I had a very strong opinion in favour of the penny rate, most assuredly; I considered a low rate an essential feature of my plan, but I did not absolutely and entirely insist upon its being so low as a penny.

213. How do you calculate, if you have calculated, the net revenue of the London District-post, seeing that part is now collected by means of stamps?—I have calculated it thus: the Finance Accounts state, every year, the amount of penny postage collected in that department separately from the Post-office generally. I have ascertained, by an examination of the returns annually made to Parliament, what proportion of letters was paid in money, and what proportion was stamped; and by a careful examination I have arrived at the result which I stated to the Committee, which was, that the gross revenue derived from District-post letters is now as great as it was in the year 1836.

214. Can you estimate the number of letters heretofore distributed by the Twopenny-post, which came by private hand from the country, or which were sent to the country?—It would be quite impossible, I imagine, to estimate the number—some rough sort of estimate may be made—it was unquestionably a large number, but what number I cannot say with anything like precision.

215. Mr. *Baring*.] Did not the Post-office make some estimate from the letters in the Dead-letter office?—I think there was an estimate made, but I have not a distinct recollection of what result they arrived at; but the experience of every one showed that there was a very large number of letters so distributed; perhaps Members of Parliament know better than any one else, inasmuch as they were very much in the habit of receiving letters under their franks for different persons, and then sending them to the Twopenny-post for delivery. There is no doubt it was a large number; I think it would not be overrated at a million; and those letters are of course now withdrawn.

216. Has not the high rate charged on heavy packets withdrawn another class of letters from the District-post?—It has.

217. Then, allowing for the two classes of letters thus withdrawn, what do you consider to have been the actual rate of increase of letters on this District-post?—It appears to me that, allowing for those two classes of letters, the rate of increase has already been fully in proportion to the reduction, comparing the present number of letters with the number of letters immediately before the reduction, when it was somewhat greater than in 1836.

218. How would this result affect an uniform Twopenny-post?—It appears to me to be conclusive against such an arrangement. I presume, that if an uniform twopenny rate were to be established, we should gradually get back again to the same position as before, in the London District-post, and consequently there would be no advantage to the revenue, but great inconvenience suffered by the public. Unquestionably it would require time to bring about such a result. As I have before said, my own opinion as to the remote fiscal advantages

tages to be derived from the penny-post have undergone very considerable change since the plan of penny postage was adopted by Parliament. I entertain now a much stronger opinion as to the amount of revenue that will eventually be obtained from the penny rate, than I did at the time I proposed it; and one of the facts which have tended to work that conviction in my mind is the very great increase of letters in the London District-post, an increase far exceeding that which I anticipated could have been obtained, unless we added the hourly deliveries, and the other advantages which I proposed.

219. *Chairman.*] With reference to the return which was ordered in May 1842, there does not appear to have been any very material increase in the amount of District-post letters for the 12 months; they appear to have been nearly as high in May 1841 as they were in May 1842?—Yes; I am aware that that is the result. It appears to me that we cannot look for much further increase, unless other improvements be called into operation.

220. Mr. *Cripps.*] Was there any additional delivery established between May 1841 and May 1842?—No; there was no improvement of any kind.

221. Mr. *Trotter.*] Was the additional delivery which you spoke of prior to May 1841?—There have been two additional deliveries given in the suburbs, at two different periods; one took place in 1837 or 1838, long ago; and the other very recently; between those two periods there was no change in the delivery of the District-post.

222. Mr. *Ricardo.*] You have not mentioned in these suggestions anything about a compulsory prepayment, which you stated you had some idea of recommending. What are your views, with the experience you have had of the working of that plan, as to compulsory prepayment?—I still consider compulsory prepayment of inland letters practicable and desirable; but there will be considerable difficulty in making it absolute, under all circumstances, and it is certainly not the next step to be taken; a previous step is to get rid of money prepayment; and I may here mention that the Ninth Report of the Commissioners of Post-office Inquiry, to which I have so often referred, investigated that part of my plan (confining its application to the District-post), and they recommended that the choice of the public should be confined to using the stamp, or to sending the letter unpaid, expressing a decided opinion that to allow a third course, that of paying in money, was undesirable.

223. Then you have not suggested to the authorities an immediate resort to compulsory prepayment?—Certainly not; I think we have not yet advanced far enough; that must be taken as the last step in the measure.

224. But you still think it very desirable, upon the score of economy principally?—Yes; it is desirable with reference to the simplification of the accounts in the office itself; the abolition of money prepayment would at once get rid of one system of accounts; it would, in the London district alone, at once annihilate nearly 3,000 daily accounts; but we cannot get rid of the accounts altogether between the chief office and the subordinate offices, so long as we retain payment on delivery. I fully admit that great difficulties attend the carrying out of that arrangement, but I believe that there are means by which it may be effected.

225. Mr. *Hawes.*] By giving additional facilities, you would, in point of fact, if we may use the word, give the public compensation for compulsory prepayment?—Exactly; I would do it in that way. I would at all times carry into effect a regulation which was restrictive of the liberty of the subject, by accompanying it with one which, as you say, would give compensation.

226. Mr. *Baring.*] Are you at all aware of the proportions at the different offices of money prepayments and prepayment by stamps; in the poorer districts, do you suppose that they pay by money or by stamps?—I am inclined to think that there is a larger proportion of letters prepaid by money in the poorer districts than in the wealthier districts; that circumstance presents the difficulty; but seeing that it is part of the plan that every post-office should keep stamps on sale, there does not seem to be any extreme difficulty in requiring that every one taking a letter shall use a stamp, and at all events the alternative is not a very hard one, viz. that his correspondent pays twopence, instead of he himself paying a penny.

227. Mr. *Hawes.*] Have you heard an objection among men of business, especially bankers, to the use of the envelopes, inasmuch as it deprives them of the value of the Post-office stamp upon the actual sheet containing the advice?—

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advice?—Yes, I have; and it was partly with a view of removing that well-founded objection that I recommended the use of the labels.

228. Would it or would it not be possible to stamp the sheet just in that part where, on folding, the stamp would be presented, and thus you would have a stamped sheet instead of an envelope to contain the advice of bankers and others?—There would be no great difficulty, I imagine, in adopting such an arrangement; but there would be this objection, that you of course lose whatever security is afforded by the peculiar fabric of the paper now used for the envelopes.

229. Mr. *Cripps.*] Did you contemplate making each district which you speak of into which London might be divided in the nature of a separate post town, to be taken notice of in the country as well as within the limits of the District-post?—In the application of the plan, I think it would be desirable that in some few of the larger provincial offices the distinction should be regarded, so far as it could be conveniently regarded; in Manchester, for instance, instead of making up one great bag for all London letters, they might make up, say 11 bags, one for each of the 10 districts into which I propose to divide London, and the 11th to contain those letters which could not be readily assorted in Manchester. But this I consider a matter of detail, which is rather a refinement upon the plan, than an essential feature of that plan. I will explain how it would operate among the district offices. According to my plan there would be one office near to the terminus of each railway; the letters coming from Manchester would therefore be taken in the first instance to the office in the neighbourhood of Euston-square, there they would be assorted, if not previously assorted at Manchester, for the 10 districts into which I propose that London should be divided: and the letters for each district sent to such district. I have proposed a means by which the number of messengers would be greatly reduced; it would not be necessary to have at every office, messengers going to all the other nine offices; but that is a matter of detail into which, perhaps, it is not the desire of the Committee that I should enter.

230. You would in effect, to a certain extent, do away with the necessity of the General Post-office?—No; I still would retain the General Post-office, which would also be the most important of the district offices: it is necessary to have a general office to control the others.

231. But would not the division of London into those districts, by distinct post-offices, making them as you say separate post towns, very materially interfere with that general plan which you have for uniting the two corps of letter-carriers?—Not at all; I should attach to each district office the letter-carriers necessary for the delivery of letters within that district; they would go to the office, receive their letters and deliver all, whether they came from a distance, or whether they originated in London.

232. Would you send ten separate bags from London into the country?—No; it would not be necessary to have a separate bag from each district office; one bag would suffice for all.

233. Mr. *Wallace.*] Was the abolition of the privilege of franking originally part of your plan?—No, it was not originally proposed as part of my plan; at the same time I fully acquiesced in the measure.

234. Mr. *Hawes.*] It was the recommendation of the Committee on Postage?—It was, and it was part of the Resolutions of The House.

235. *Chairman.*] You state, the next defect in the arrangements of the Post-office is, the delivery being unnecessarily and inconveniently late in many important towns; your remedy for that is to examine into and remove the causes of delay, by increasing the force employed, if necessary; have you made any inquiry into the causes of complaints of late delivery in the large towns, so as to be prepared with any specific plan for removing those defects, or does your observation apply generally to its being desirable to give increased facilities and more expeditious deliveries?—My observation amounts to little more than this, that everything should be done to meet the convenience of the public, not only in London but in the large towns.

236. But with this proviso, that the extent to which the additional facilities should be given in large towns must depend upon the cost at which those facilities can be afforded?—Yes; as compared with the increased number of letters which would probably result.

237. Mr. *Baring.*] Do you not believe that there are very large districts in the country, in which you might introduce the system of district posts, without any loss of revenue?—I think the presumptive proof is so great, as to leave scarcely any doubt upon that subject.

238. Mr. *Cripps.*] With reference to the late deliveries in the country, do you know as a fact who takes the fees for keeping private boxes?—The fees generally form a perquisite of the postmaster, but there are exceptions to the rule.

239. Do you think that fee paid to the country postmasters frequently induces them to keep back the delivery of letters, for the pursose of inducing parties in the town to have pigeon-holes of their own to which they may send for their letters before the time of the general delivery?—There are unquestionably facts which lead to a suspicion that the private interest of the deputy postmaster has occasionally clashed with his public duty.

240. Mr. *Wallace.*] Where are the exceptions to that rule of the fees not being paid to the postmaster?—They are for the most part in some of the larger provincial offices that have been recently remodelled. Birmingham is an instance; Hull is now an instance in point; compensation has been given to the parties, and the fees carried to the revenue.

241. Are there any other towns that you are aware of?—I think there are some, but they are very few.

242. Mr. *Baring.*] In the later arrangements, it has been one part of the Post-office regulation to get rid of those private fees to postmasters?—Certainly, every opportunity has been taken to get rid of the arrangement.

243. *Chairman.*] Another suggestion you have made, is to establish a certain number of rural posts throughout the country; you have proposed that they should be established in every place where the correspondence is of such an extent as would pay a considerable portion of the expense of the establishment?—That is not exactly the form in which the proposal is made; my proposal is first to carry into effect the arrangements made by Mr. Baring to establish a post-office in every registrar's district throughout England and Wales; then to adopt an arrangement as nearly similar as practicable in other parts of the kingdom; and finally to establish a means of delivering letters (something like a post-office) in every village throughout the kingdom, making such delivery in the first instance weekly, and to extend the frequency of the delivery according to the amount of correspondence in the village.

244. What you recommend is, "that a general rule should be laid down, under which places not otherwise entitled to posts may obtain them," in proportion to the number of letters which they receive. You say, "on payment by the inhabitants of the additional expense incurred, minus a certain fixed sum per 1,000 letters"?—That refers to sending letters more frequently; but I propose to give them a post-office once a week at least, without subjecting them to any charge in any shape.

245. To do away with the guarantee post; at least so far as each registration district is concerned?—To do away with the guarantee posts wherever they apply to the principal place in the registrar's district, or where the Post-office might think it right to establish the post.

246. Are you aware of the recent regulations which have been recommended by the Post-office, with reference to the establishment of rural posts?—I am not.

247. Mr. *Baring.*] The principle of the Treasury Minute of August 1841, with respect to rural distribution, was this: that the Government, enjoying a monopoly with regard to Post-office communication, was bound to furnish all parts of the country with a certain facility of communication, whether in any particular instance it paid or did not pay?—If I recollect rightly, that principle is laid down in the Minute itself; unquestionably it was the principle upon which the system was constructed

248. Mr. *Cripps.*] But your great argument has always been, those improvements might be made with positive advantage to the revenue; or, at least, without any material deduction from it?—I by no means depart from that position as regards the rural post. On the contrary, I am satisfied that the rural post, if economically managed, would be highly profitable; and it appears to me that the experience which has been obtained of the working of the *poste rurale* in France places that beyond all doubt.

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249. Mr. *Escott.*] Have you made any calculation of the expense that would be required to set up as many rural posts as you would wish to commence with?—Yes. I have stated in my evidence, that, in my opinion, the whole system might be carried into effect for about 70,000 *l.* Four hundred rural posts, which the Treasury Minute of August 1841 directed should be established, might, in my opinion, be set up for about 7,000 *l.* or 8,000 *l.*

250. What calculation have you made of the probable increase of revenue derivable from those branch posts?—I have not attempted to determine the amount of revenue; it is so very much a matter of conjecture that I cannot speak to it.

251. Mr. *Cripps.*] Does your plan involve the existence of a post-office in each village or hamlet, or would you propose to provide for certain districts by means of one letter-carrier in a post town delivering the letters through a certain number of villages or hamlets on certain days in the week?—I propose that there should be a place in each village at which the inhabitants should post their letters; and, using the term in its most general sense, it would be the post-office (usually called the receiving house in Post-office language); but that one letter-carrier, stationed at the central town, should serve several villages, taking one set one day, another set another day, and so on.

252. Delivering the letters in the village, or leaving them at the receiving house?—One or other of those courses should be adopted according to circumstances; I do not think that any general rule could be laid down. In cases where the population of the district was very much scattered, it is possible, I think, that the postman in going his round might deliver a great many letters without much additional trouble; in cases where the population was dense, it would be probably better that he should leave letters at the receiving house.

253. Where you had a weekly delivery, you would have a weekly despatch?—Yes, certainly; the same messenger that took the letters for delivery, would bring back the letters that had been posted.

254. That would involve the necessity of receiving houses, would it not?—No; in France the whole system is carried out to a much greater extent, and without any receiving house; they have merely boxes against the wall.

255. *Chairman.*] With reference to all the questions connected with foreign postage, have you any specific plan further than the general recommendation that every effort should be used to effect upon advantageous terms, postal treaties with all the countries in the world?—As regards foreign and colonial letters, I took quite new ground when the subject came before the late Committee; previously I had recommended a reduction in the rate, but it was thought advisable before the Postage Committee to restrict the inquiry as to the expediency of reducing the inland rates; but a reduction in the inland rate almost necessarily involved some reduction in the foreign rate, inasmuch as under the old system, a large proportion of the charge upon a foreign letter consisted of the inland postage upon that letter.

256. Did you find any difficulties placed by the Post-office in the way of an advantageous arrangement, either as to transit, posting, or the general posting arrangements in foreign countries?—It did appear to me that the Post-office did not enter in the first instance very willingly into considerations of that kind; but I do not think any serious difficulty arose.

257. It is not with reference to any of those arrangements, that you would wish to make any charge of their having obstructed your plan?—No, certainly not.

258. With reference to the Indian mail, you make a recommendation to the Committee to whom this paper is addressed, that the Indian mail should be sent *viâ* Trieste; have you maturely considered the question, whether in recommending a particular port it was the best line of communication that could have been selected?—I should say, with reference to the whole of the measures recommended here, that before carrying any one of them into execution it would be necessary, in my opinion, very carefully to examine it, and to modify it if necessary, according to the existing circumstances of the case.

259. You state here positively, that your remedy is to endeavour to arrange for the sending of the Indian mail *viâ* Trieste; had you, before giving that recommendation, made any inquiries to ascertain whether the route *viâ* Trieste was the best line that could be adopted?—An inspection of the map will show that it is the most direct line by far.

260. Are the facilities greater in point of time in transmitting letters by Trieste than by Venice?—The difference would not be very great, whether they went by Trieste or by Venice.

261. But you make a positive recommendation of one port; did you do that on a full consideration of the subject, or was it a general wish to select some other route rather than the route through France, for which at that time a high charge was made?—I proposed the new route rather with a view to an improvement upon the existing route through France. I am not at all prepared to say that it might not be better to take Venice; the distance from one port to the other is so small, that whether the one or the other be adopted the route would be pretty nearly the same. It appears to me that the most direct route is down the Adriatic, and there is, as I understand, a line of steam-packets from Trieste.

262. This is not one of the arrangements essential to your plan in the way of which obstruction has been thrown by the Post-office?—Certainly not. I do not consider it part of my plan.

263. Will you state which of your recommendations contained in this paper are those with respect to which any impediments have been thrown in your way by the Post-office; are there any beyond those which relate to the distribution of letters in London?—Those would certainly not include all. At the same time, I should state that the opposition of which I complain is rather of a negative than of a positive character. I think it was very aptly described by Lord Lowther himself, when he spoke of the *vis inertiæ* of the Post-office, and with equal accuracy by the late Chancellor of the Exchequer, when he described the gentlemen of the Post-office as unwilling horses.

264. But are you prepared to state any instances in which impediments or obstructions were thrown in the way of any suggestion made by you to the Treasury by the Post-office authorities?—I am prepared to state cases of the kind if the Committee require it; but I would prefer myself confining the allegation to the form in which it appears in my petition. I there state, "That certain inquiries essential to the success of an important improvement then in progress, which inquiries were about to be prosecuted by your petitioner, under the authority of the Treasury Board as at present constituted, were by the interposition of the Post-office prevented from taking place, and the authority whereon they were to be made was withdrawn. That all your petitioner's efforts to promote economy and the public convenience, by introducing the remaining parts of his plan, have been ultimately frustrated." But the Committee will be aware that I do not charge this against the Post-office. My position is this: I propose certain measures to the Treasury, the Treasury communicate upon the subject with the Post-office; I find that those measures are not carried out; sometimes the reasons are assigned, and they appear to me to be very insufficient; sometimes no reason is assigned. I cannot but infer from those circumstances that there is opposition somewhere; whether it lie in the Treasury or whether it lie in the Post-office, I do not at all state in my petition, nor does it appear to me that it is important.

265. But the Committee would wish that you should state any particular instances in which you have made suggestions which you thought were essential to the success of your plan, which have been rejected, as you think, upon insufficient grounds?—As I before stated, I am fully prepared to do so if the Committee require it; but the Committee, I trust, will not disapprove of my feeling some reluctance to enter into something like a personal contest with the Post-office upon these matters; I should certainly wish to avoid it.

266. You stated, in your evidence on the first day, that even those parts of your plan which Parliament had recommended to be adopted had been imperfectly carried into effect, on account of the dislike of the Post-office authorities; you were then asked what instances of obstruction you were prepared to prove, founded upon the dislike of the Post-office authorities, and you stated that you would be prepared on a subsequent day?—I am in the hands of the Committee in this matter; I would not voluntarily bring forward any such charge; but if the Committee require me to enter into that, unquestionably I shall not object to do it. I am not at this moment sufficiently prepared; for the Committee, after giving that instruction, it will be recollected, withdrew it, and desired that I would prepare other matters.

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267. In stating that you do not voluntarily enter into such charges, you will permit me to recal to your recollection, that you did voluntarily make a general charge of obstruction on the part of the Post-office of your plan, on the ground of dislike, in your evidence on the first day. You stated, "In considering these results, it will be necessary to take into account the extreme depression of trade which existed when the penny rate was established, and has continued to prevail ever since; the very imperfect manner in which the plan has been carried into effect; the want of due economy in the Post-office; the well-known dislike to the measure entertained by many of those persons to whom ts execution has been entrusted, and the influence such dislike must necessarily have had on its success." Having made that statement, will you be prepared at the next meeting of the Committee to state specifically the grounds upon which you make the charge against the Post-office, that the imperfect manner in which the plan has been carried into effect, is to be attributed to the well-known dislike of the persons to whom its execution has been entrusted?—It appears to me, that the passage which has been quoted does not bear exactly the interpretation which has been put upon it; the two things are not connected. The passage states that the plan has been imperfectly carried out; that, I imagine, is indisputable. It also speaks of the well-known dislike of the measure on the part of the Post-office, and the effect that that dislike must have had on the result, which does not appear to me, with submission to the Committee, to involve me in the necessity of proving active obstruction on the part of the Post-office at all. That the Post-office has a dislike to the measure, is perfectly notorious; they never have taken any pains to conceal the fact; it was manifested before the Committee; it was shown in the evidence which they gave before the Committee. I contend that it has been manifested recently by the returns which have been made to Parliament; I think it must be inferred that it continued during the time that I was at the Treasury. Assuming such dislike, it must have had its influence on the exertions of the gentlemen of the Post-office; and though it were the case—I do not say that it is so—but even if it were the case, that they have never obstructed the progress of the measure, still the result would have been influenced by that dislike.

268. Mr. *Cripps*.] You complain of the dislike evinced in their evidence at the time the Commission was sitting; was not the inquiry of that Commission in some measure limited by the fact that the whole inquiry was being carried on with the object in view of not materially diminishing the revenue; were not those the terms in which the reference was made to that Commission?—They were, but I must judge from the modes of expression, and so forth, used at the time.

269. Was not that dislike so evidenced sufficiently accounted for if they had a strong conviction that the revenue must be sacrificed by your plan?—No, I do not think it is sufficiently accounted for by that theory. The Committee will I am sure do me the justice to bear in mind that I do not shrink at all from entering upon the investigation which the Committee appears to desire; I merely wish to have it understood that I do not offer such evidence to the Committee; and in framing my petition I carefully avoided any expressions which I thought at the time would involve me in a personal contest with the gentlemen of the Post-office; I am fully prepared to substantiate everything that I have stated in my petition; the expressions which have been quoted, I believe, will be found there.

270. *Chairman*.] Will you allow me to refer you to the answer you gave to question 37; I then asked you, whether you were prepared "with any specific instances of disregard of economy, or of marked dislike on the part of the Post-office, which have materially obstructed the carrying out of those parts of your plan which you recommended?—I am not in that state of preparation which I desire to be with a view to enter into that subject; but if it is the desire of the Committee I can state some instances which occur to me now"?—Yes, I have stated one already to-day.

The Witness is directed to be prepared by the next meeting of the Committee with specific instances of dislike to his plan, and disregard to economy on the part of the Post-office.

*Lunæ*, 10° *die Julii*, 1843.

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|---|---|
| Mr. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. Ricardo. |
| Mr. Cripps. | Mr. E. Tennent. |
| Mr. B. Denison. | Mr. Trotter. |
| Viscount Ebrington. | Mr. Wallace. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

*Rowland Hill*, Esq. called in; and further Examined.

*Rowland Hill*, Esq. 10 July 1843.

271. *Chairman.*] AT the conclusion of your examination on Friday last you were directed to be prepared at the next meeting of the Committee to state any specific instances of dislike to your plan, or of disregard to economy on the part of the Post-office, which you thought had injured the successful execution of it?—I observe that such minute stands upon the printed copy of the Minutes, but the Committee will recollect, I am sure, that that instruction was withdrawn, and that I was directed to proceed to prove the allegations of my petition. I have acted upon the latter instruction; I was not aware till this moment that the minute was so entered.

272. Mr. *Escott.*] But one of the allegations in the petition contains that charge?—Yes, it does; and that allegation I shall substantiate of course when the time arrives; but I have not proceeded quite so far as that with my preparation. To save the time of the Committee, I have prepared a statement upon the subject, which I think will be found to meet their intentions:—In accordance with the arrangement made at the last meeting, I now proceed to lay before the Committee the proofs of the allegations contained in my petition, a copy of which will be found at page 54 of the Evidence. The facts stated in the first 12 paragraphs will not, I presume, need any proof before the Committee. With reference to Nos. 9 and 12, however, I would appeal to the statements recently made by the late Chancellor of the Exchequer in Parliament, and to the correspondence between the Treasury and myself, to show, 1st, that when my services were engaged by the Treasury it was with the view of my assisting in carrying into effect not the Penny-rate merely, but the whole of my plan as sanctioned by Parliament; 2d, that the late Chancellor of the Exchequer, in his Letter of September the 1st, 1841, which was left in my hands for the information of his successor, when expressing his opinion that "it would be of great advantage to continue my services beyond the two years originally settled," meant to leave the period of such continuance indefinite; and that in adding that he "did not deem it expedient to make any engagement beyond one year," he meant, not that he did not consider it expedient with reference to the public interests, but with reference to his own peculiar position at the time, being then on the eve of retiring from office. The 13th paragraph of my petition is as follows: "But your petitioner has now to state to your Honourable House, that since the month of August 1841, scarcely any progress has been made towards the completion of your petitioner's plan; on the contrary, one important improvement, which had received the sanction of the late Treasury Board, and which would have been highly beneficial to the rural districts, and in all probability advantageous to the revenue, has, your petitioner is led to believe, been indefinitely postponed." Confining the proof to what occurred before my removal in September last, it will appear from the foregoing evidence *passim*, that no portions of my plan were brought into operation between August 1841 and September 1842, except one additional delivery in certain suburbs of the metropolis. Even this change was carried into effect in a manner very much to diminish its convenience to the public, and which also entailed an unnecessary expense on the depart-

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ment. Though it cannot be called a part of my plan, yet it may be right to mention, that a step towards restoring the old hours of posting and delivering letters was made during this interval, viz. an additional quarter of an hour for posting at the London branch offices, and the delivery of General-post letters was accelerated about half an hour. The measure for improving rural distribution, appears by the Minute of 13th August 1841, as given in Return 242 of this Session, to have provided for establishing a post-office in each of the 400 registrars' districts in which there were none. By the same return it seems that up to March last, this want remained unsupplied. I desire to state that I was unable to learn up to the time of my quitting office what was the fate of this measure, whether it was postponed or abandoned: and I respectfully beg leave to call the attention of the Chairman to the applications which I made to him from time to time on this subject, and to his answers referring me to the Chancellor of the Exchequer; with regard to whom I beg most distinctly to state that, owing I have no doubt to the pressure of public business, I was unable to obtain from him either interviews or answers to my letters. "14th. That certain inquiries essential to the success of an important improvement then in progress, which inquiries were about to be prosecuted by your petitioner under the authority of the Treasury Board, as at present constituted, were, by the interposition of the Post-office, prevented from taking place, and the authority whereon they were to be made was withdrawn." At the beginning of June 1842, application was made to the Treasury by Mr. Hodgson Hinde, Member of Parliament for Newcastle, relative to the establishment of a day-mail between that town and London, a plan for which purpose had been submitted to the Treasury some months before by Lord Lichfield, then Postmaster-general; but as this plan appeared to me to admit of modification, tending greatly to diminish the expense and at the same time to increase its advantages, I had, after careful consideration, sketched out another plan for the same object, which, with the joint sanction of the Treasury and the Post-office, had been substituted for the former. Further information being required for the arrangement of the details, I found that it would be necessary to visit the different towns upon the proposed line, and to confer with the various parties whose co-operation would be required. On application to the Treasury, I readily obtained the necessary authority, such facility being indeed no more than was promised by the Minute of my appointment. I consequently made arrangements with Mr. Hodgson Hinde, who was then departing for Newcastle, to follow him there; he in the meantime kindly undertook to make the arrangements necessary for the prosecution of the inquiries. Wishing to avail myself of the opportunity thus afforded for improving my acquaintance with the details of the provincial offices, and being at the same time anxious to avoid everything that might by possibility interfere with the discipline of the department, I applied to the Post-office for the requisite authority: to my great surprise, the result of this application was an intimation from the Treasury that the Postmaster-general objected altogether to my personal investigation of the matter, accompanied with the intimation that the specific authority granted by the Treasury was suspended. In consequence, I immediately (on June the 20th, 1842) wrote to the Chancellor of the Exchequer, urging the importance of the inquiry and the futility of any attempt to conduct it through the Post-office, and in conclusion requesting as early an answer as the pressure of business would admit of. To this letter, which appears in evidence, I received no reply.

273. Mr. *Escott.*] Were you never permitted to make those inquiries?—No.

274. Was any reason given to you?—No other than that the Postmaster-general objected—that he thought the inquiries should be made through the Post-office. "15th. That all your petitioner's efforts to promote economy and the public convenience, by introducing the remaining parts of his plan, have been ultimately frustrated." Sufficient proof of this allegation is found in my letter to Mr. Goulburn, from which it appears that I offered a great variety of measures to the attention of the Treasury; that I asked in vain for permission to explain my views, and exhibit my proofs of their practicability; that I urged the selection of some one measure at least to be subjected to examination, and to the test of practice; that I offered to place myself under the control of the Postmaster-general for the purpose of carrying, myself, such selected measure into effect, expressly making myself responsible for the success of the experiment. I would also

also state, that feeling how important it was to relieve the question of my further services from all objection on the score of economy, I offered to perform the duties of my office gratuitously so long as they were required for completing my plan, adding, "I ask for the opportunity to effect the full introduction and operation of my plan, so as to bring its success to the test of unquestionable experiment; I stipulate for nothing more; I am willing to proceed step by step, making the adoption of each measure dependent on the success of those which precede it; to engage to take no step attended with additional expense, till I have provided for the same by a previous economical improvement, and, in short, to submit to any arrangement, whatever may be its pecuniary privations or its inconveniences, provided only that it does not interfere with my ability, efficiently and promptly, to work out the plan." "16th. That at the expiration of the third year of your petitioner's engagement, viz. on the 14th September last, when many specific improvements recommended by your petitioner, some involving large savings of public money, were actually in progress, the Lords of the Treasury terminated your petitioner's engagement, thus depriving him of every chance of completing his appointed task."

That the period chosen for my removal was not the completion of my plan, or even any given portion of it, the evidence, as already before the Committee, sufficiently proves; but I was removed while many measures of improvement were before the Treasury, some closely and some more remotely connected with my general plan. These measures were in various stages of progress, from their first outline to their final development in practice. The Newcastle day-mail, and the obstruction which I received in the prosecution of that measure, have been just adverted to. This was a measure of very great importance, not merely in itself, but as an experiment to try the practicability of my suggestion for retarding the departure of the day-mails to London, so as to make them start at an hour more convenient to the public, by which I calculated, first, upon their bringing up many more letters, and secondly, on diminishing their cost to the public. In this one mail I had well-grounded expectations for believing that the changes which I proposed, if I could have had the regulation of the details, would have produced a saving of not less than 7,000*l.* or 8,000*l.* a year. If a similar change could have been made with reference to the other day-mails, which question depended upon the result of this experiment, economy would have been promoted to a very much greater extent; but to this I mean to call the attention of the Committee under another allegation of my petition. Another measure of great importance arose in the following extraordinary manner: the Post-office had allowed three companies to charge mileage for a length of line exceeding not only the true length, but also that stated in the documents laid by the Post-office before the arbitration on which the award was made, and also on that stated in the time-bills in use by the Post-office. Those errors I pointed out; they were at first denied by the Post-office, but were subsequently, after much delay and a sort of cross-examination by correspondence, acknowledged, directly in one case and indirectly in the others. As regards one line at least, the error had continued for two or three years; the total overpayment amounted, I believe, to about 400*l.* per annum. But this is not all; even in the case in which the error was fully acknowledged, the Post-office, in its attempts to adjust the account, by disregarding a small fraction of a mile, agreed to pay 19*l.* per annum more than the just claim. When I left the Treasury, information had been elicited, which enabled me to leave a report, calling attention to these very unsatisfactory transactions, but my removal precluded me from taking (under the control of the Treasury) any means for preventing the recurrence of such errors in the particular cases, or investigating the state of things as respects other lines. It will be manifest to the Committee that errors arguing such unaccountable want of caution, lead to the inference that the system of checks at the Post-office must be in a most defective state, and I hope it will not be considered presumptuous in me to suppose that the further inquiries which a thorough acquaintance with these facts might have enabled me successfully to pursue would not have been without beneficial results to the public service. (My report on this subject is dated 12th September 1841, and is contained in the list of papers given to the Chairman.)

The next measure to which I would call the attention of the Committee arose

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arose out of an offer which certain parties made to undertake the conveyance of the mails to and from the Channel Islands on terms which would have effected a saving of 6,000 *l.* a year, but they made it a condition that Southampton should be substituted for Weymouth as the port of departure. To this the Post-office objected, on the ground that the change of port would delay such part of the foreign correspondence of the Islands as came *viâ* Falmouth. The matter was referred to me by the Treasury, and after a laborious investigation, I presented a report, dated August 15th, 1842, in which, I submit to the Committee, that I have proved, first, that the transfer of the packets to Southampton will not delay the correspondence from the Channel Islands, either to this country or foreign ports; secondly, that such transfer will greatly facilitate the correspondence to the Islands from nearly the whole of the United Kingdom; thirdly, that it will, on the whole, facilitate the correspondence to the Islands even from foreign parts; and lastly, that it will effect a saving of about 6,000 *l.* per annum. This report is on the list of papers given to the Chairman, and I am particularly desirous that it should be laid before the Committee. It will not only support that allegation of my petition which is now under consideration, but it will show the hasty and superficial manner of treating important questions which too frequently prevails in the Post-office, and the nature and importance of the duties which I had to perform when in the Treasury. The next measure to which I request attention, is one for establishing a periodic revision of the emoluments of the deputy postmasters and others. The objects which I had in view in proposing this measure will appear from the following memorandum which I submitted to the Treasury.

275. What is the date of that memorandum?—The first part of this memorandum was dated the 21st of July 1841, and the subsequent part the 18th of August 1841, addressed to the Treasury: "The changes taking place from the opening of railways and other causes frequently increase the labour at one office to the relief of another; in addition to which, they sometimes greatly augment and sometimes greatly depress the amount of fees, and thus materially affect the postmaster's income; this renders necessary a periodical revision of salaries; such a revision is just and necessary for the interest of those upon whom new duties have been thrown, and of those whose incomes, from accidental causes, have been reduced below the proper amount. But in order that those two classes of officers may be fairly dealt with, it is also just and necessary that the revision should be extended to those who have been relieved of duties which they previously discharged, and whose incomes, from accidental causes, have been advanced beyond the proper amount. If my suggestions regarding poundage be adopted, the proposed revision will be necessary for a large class of officers, even without reference to the reasons now stated. If the periodic revision now proposed be adopted, I see no serious reason to grant the compensation for late-letter fees, as proposed by the Postmaster-general. Still I should recommend the investigation of a few of the apparently worst cases, with a view to periodic revision of salaries. I propose that each postmaster shall make an annual return of his emoluments, stated in detail, according to a form to be prepared for the purpose. Such a return I consider absolutely necessary; independently even of the objects specified above, many of the postmasters are now in the receipt of large and increasing fees, derived from unofficial posts, and unless the matter obtain immediate attention, heavy claims for compensation will undoubtedly arise. Besides, the danger of delaying such returns until the time for compensation has arrived, is I think fully shown in my report upon late-letter fees. It is also evident from the recent report from the Post-office relating to the Cork office, and from returns to Parliament, that it has been, and probably still is to the interest of many postmasters to continue arrangements opposed to public convenience, for the sake of retaining the fees paid for private boxes. In the case of Cork, it was shown that an improvement in the town delivery greatly diminished the private-box fees: and that Return to Parliament in 1837 of the Incomes of the Deputy-postmasters shows, that at that time at least the subscribers to private boxes in certain towns, had not only earlier but more frequent deliveries of letters than the public in general, and were in some cases exempted from the payment of late-letter fees.—(Vide *Return in the Second Report of the Postage Committee*, page 180.)—This latter evil would, no doubt, be most effectually checked by taking the private-box fees for the revenue; but, however

however they may be dealt with, the importance of the Post-office and the Treasury possessing accurate knowledge of the actual incomes of the postmasters, is, I submit, indisputable." This memorandum is dated the 21st of July 1841. To this a postscript was added, dated August 11, 1841, and is as follows: "Owing to the difficulty of extending the revision to salaries, I now propose to confine it to fees and other perquisites, including poundage on stamps; still a return of the whole emoluments will be required." The late-letter fee case referred to in the foregoing memorandum is as follows: "Previously to the reduction in the rate of postage, the late-letter fees were for the most part a perquisite of the postmaster; on the reduction, a large increase of such fees being anticipated, the Treasury directed that they should thenceforth be carried to the revenue, and proper compensation given to the postmasters. When the Post-office sometime afterwards submitted to the Treasury the compensation to be given in each case, I pointed out in my Report on the subject that in many instances the proposed compensation, which appeared to have been founded chiefly on the return made for the purpose by the postmasters themselves, not only greatly exceeded the fees received, according to a return made in 1837 to Parliament, but that it even exceeded the fees which had been actually carried to the revenue under the new arrangement, notwithstanding the enormous increase of letters. The attention of the Post-office was called to this startling fact by the Treasury; nevertheless the final decision having been left with the Post-office, the compensation was actually given as originally proposed.

276. Mr. *Tennent.*] What is the date of the decision of the Treasury?—The application to the Treasury was made before the change of Government; I think it was about July or August.

277. Mr. *Cripps.*] The application for the approval of the compensation allowances?—Yes; that was made by Lord Lichfield. My report was submitted to the late Chancellor of the Exchequer, and was sent by him to the Post-office. The change of Government took place very shortly afterwards, and it was the present Postmaster-general who actually gave the compensation.

278. Your interposition was while the scale of compensation was under consideration?—Application was made by the Postmaster-general to the Treasury, to authorise his giving certain compensation which he proposed.

279. And you pointed out the impropriety of those allowances?—I pointed out what I conceived to be the impropriety of those allowances in certain cases.

280. Then that was referred again to the Post-office?—Yes.

281. Then the original scale of compensation was fixed and settled, or was it referred to you for correction?—Perhaps the Honourable Member is not aware of the mode in which the business of the Post-office is transacted. The course is this: that the Postmaster-general, whenever he thinks it necessary to incur an expense, makes a report to the Treasury, recommending that such expense be incurred, and asks the Treasury to sanction the expenditure. In accordance with that rule, Lord Lichfield applied to the Treasury to sanction his giving those compensations to the several deputy postmasters. When the application from him came to the Treasury, it was referred to me, in the usual course of business, to report upon it; and the report to which I am now referring was the report written at that time, of course while the matter was under consideration. The Treasury adopted my report to this extent: they directed that a copy of it should be sent to the Post-office, calling their attention to it, but leaving the ultimate decision with the Postmaster-general. The reason for adopting that course, which was an unusual one, was this: that the Treasury, knowing well that the decision would be with the new Postmaster-general, did not think it right to prescribe to him the course under those circumstances.

282. Mr. *Denison.*] Was that reason stated by the Chancellor of the Exchequer?—Yes; my report was referred to the Postmaster-general, leaving, as is frequently done in cases of doubt, the ultimate decision with the Postmaster-general.

283. Mr. *Escott.*] Was that compensation confirmed?—It was confirmed by the present Postmaster-general; he carried the arrangement into effect, and reported to the Treasury that he had done so.

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284. Mr. *Cripps*.] Do you know, in point of fact, whether those compensations have been confirmed, or whether they have been revised by the Post-office according to your recommendation?—The Postmaster-general reported that he had read my report, and had carefully considered each case, and that he thought the compensation was fair, or words to that effect—(I am speaking from recollection, and of course I cannot give the exact words,) and that he had determined to give the compensation in each case. My report on this subject is among the papers which it is proposed to lay before the Committee. The following is an extract from it: the return in 1840 mentioned in the extract, is the return made by the Postmaster for the occasion; it professes to give the average annual fees for the years 1837, 1838, and 1839. I am now about to read an extract from my report of cases, showing a remarkable discrepancy between the returns of 1837 and 1840. It will be in the recollection of the Committee, that the return of 1837 was a return made to Parliament, which I have brought into comparison with the return of 1840, which appeared to be taken as the groundwork of the proposed compensations." I should mention that the "present produce," though given for a year, was calculated upon the actual produce of a portion of the year; I think the first six months.

| | Return in 1837. | Return in 1840. | Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| 1.—Cases showing a remarkable Discrepancy between the Returns of 1837 and 1840: | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Banbury | 5 – – | 20 – – | 18 15 6 | 15 – – |
| Battle | – 10 – | 5 – – | 1 7 10 | 4 – – |
| Bicester | – 10 – | 9 2 6 | 1 8 – | 5 – – |
| Bradford (Yorkshire) | 23 1 8 | 46 13 7 | 51 2 – | 40 – – |
| Bridgewater | 4 11 3 | 15 6 8 | 7 16 4 | 7 – – |
| Carmarthen | 4 11 3 | 17 13 4 | 7 17 6 | 15 – – |
| Carnarvon | 2 – – | 9 7 6 | 4 12 – | 5 – – |
| Chichester | 18 5 – | 61 19 5 | 48 17 6 | 30 – – |
| Dunmow | 1 6 – | 12 13 4 | 4 11 10 | 5 – – |
| Hitchin | 1 – – | 10 – – | 5 19 6 | 10 – – |
| Kidderminster | 6 – – | 19 6 8 | 17 2 8 | 15 – – |
| Manchester | 96 7 6 | 270 – – | 331 11 6 | 270 – – |
| Market Drayton | 2 – – | 18 5 – | 1 9 6 | 2 – – |
| Newport (Monmouth) | 10 – – | 39 10 10 | 37 8 4 | 30 – – |
| Newport Pagnell | 2 10 – | 19 19 3 | 9 16 4 | 5 – – |
| Prescott | 1 – – | 11 13 – | 2 10 2 | 4 – – |
| Winchester | 4 10 – | 21 10 – | 15 13 – | 18 – – |
| 2.—Cases showing (apparently) distrust of the Return of 1840, on the part of the Post-office Authorities: | | | | |
| Doncaster | 15 – – | 30 8 4 | 41 5 2 | 15 – – |
| Market Drayton | 2 – – | 18 5 – | 1 9 6 | 2 – – |
| St. Ives | 2 10 – | 10 – – | 6 15 4 | 2 – – |
| Stockton-on-Tees | 1 10 – | 20 6 2 | 14 16 4 | 5 – – |
| 3.—Cases showing a remarkable falling off in the present Receipts: | | | | |
| Barnsley | 5 5 – | 9 2 – | 3 5 4 | 5 – – |
| Beverley | 10 15 – | 12 2 8 | 6 6 2 | 11 10 – |
| Halifax | 25 14 4 | 29 6 1 | 14 19 4 | 28 – – |
| Mold | no return | 14 – – | – 9 8 | 5 – – |
| Preston | 15 – – | 21 14 4 | 8 16 2 | 18 – – |
| Woodbridge | 18 5 – | 18 5 – | 5 13 4 | 18 – – |
| 4.—Cases in which the Compensation appears to be excessive: | | | | |
| Cheltenham | 35 – – | no return | 76 – – | 60 – – |
| Dover | 7 – – | no return | 46 14 6 | 35 – – |
| Fareham | 2 10 – | no return | 6 1 10 | 10 – – |
| Hereford | 5 – – | no return | 16 12 – | 15 – – |
| Manchester | 96 7 6 | 270 – – | 331 11 6 | 270 – – |
| St. Austel | 4 – – | 18 5 – | 10 10 6 | 10 – – |

The above cases are by no means all that belong to the several classes into which they are divided, but they will serve as specimens.

" Another

"Another test of the accuracy of the statements is to compare two offices, which, being situated near to one another, and on the same great lines of road, must be liable to similar influences. Such a comparison, in certain cases, leads to results by no means satisfactory. For instance, Wolverhampton produces an amount of late-letter fees (21*l.* 3*s.* 8*d.*) nearly equal to that of Birmingham (26*l.* 3*s.* 8*d.*), while the letters of the former place are probably not more than one-eighth of the latter. In the case of Hull the present fees are more than double the amount returned in 1840; in that of Beverley, on the contrary, the present fees are little more than half those returned in 1840. In the case of Liverpool, the return of 1840 shows an increase on that of 1837 of only 18 per cent., and the present fees exceed those of 1840 by as much as 65 per cent., while in the case of Manchester the first increase is nearly 200 per cent., and the latter only 23 per cent.

"I am anxious to be understood as not expressing any opinion unfavourable to the parties concerned in the cases stated in this report, but as merely indicating them for explanation. They should, I submit, be specially reported on by the Post-office authorities, whose greater familiarity with the subject will, I have no doubt, enable them to explain much which to me appears strange and anomalous, and to put the whole matter in a more satisfactory light."

A copy of my report was transmitted to the Post-office; that department, however, afforded no explanation whatever, but, as already stated, gave the compensations originally proposed. In submitting these cases to the Committee, I beg to repeat that I make no charge against the parties concerned, many of whom, I cannot doubt, are highly respectable men.

285. Mr. *Escott.*] If you do not charge the Post-office, whom do you charge?—I am proving the allegation of my petition, which is, that a number of measures were in progress at the time I was removed from the Treasury; this arises out of the statement of them.

286. That is, that you would not have recommended that amount of compensation?—No; my statement was this, that I had proposed to the Treasury to obtain a return once a year of fees and emoluments; that is a measure that was left incomplete. I have read this part of my report upon the late-letter fees, for the purpose of showing the necessity for such a return.

287. Mr. *Denison.*] Does that return from the postmasters depend upon the honour and faith of every postmaster who returns it?—I presume it does.

288. What you wish to show by the statement is, that the discrepancies are so great, that the probability is that some of them are not quite correct?—My object is to show that it is necessary that the Post-office should have statements of this description made at a time when there is no temptation to exaggerate or diminish the amount,—that they should come annually, before there is a prospect of compensation being given.

289. *Chairman.*] That observation applies generally, and has no immediate reference to the establishment if the penny-post rate?—None whatever.

290. Mr. *Baring.*] The Penny-post rendered it more necessary that you should have those returns, inasmuch as if the number of late letters had increased, the emoluments of the postmaster would have increased to an enormous extent?—The establishment of the penny postage certainly rendered it necessary to have that particular return, but I understood the Chairman to refer to the general annual return and revision;—and perhaps the penny postage may have increased the necessity even for that return, inasmuch as the penny postage has introduced a great change into the circumstances of the Post-office, and has affected the amount of fees of every kind.

291. But the return would have been a proper return for the office to have had, independently of the penny postage?—I conceive so.

292. Mr. *Cripps.*] Do not you conceive that the introduction of the penny postage may have caused a considerable diminution in the amount of late letters, by reason of the greatly increased proportion of the fee for the late letter to the whole amount of the postage of the letter?—When my report upon this subject comes before the Committee, I think it will be found that I have pointed out that as a circumstance affecting the account; but there can be no doubt whatever that the amount of late-letter fees has enormously increased, and the whole return shows a great increase. Again, in London where means are taken to maintain the requisite checks upon the window-men and so forth, where the fees are not perquisites, and have not been so for many years, but have all along

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along been carried to the revenue, the result of penny postage has been to make a very great addition to those fees; if I recollect rightly, it had the effect of increasing the fees 130 per cent.

293. Have you ever inquired whether the bellmen collect as many letters now under the penny-post system as they did under the former system?—I have never made the inquiry, and I conceive it to be useless, for there are other circumstances which have disturbed the arrangement; there are not so many bellmen as there were.

294. *Chairman.*] The diminution of the number of bellmen, and the closing the boxes at the receiving-houses at an earlier hour, would of necessity account for the great increase in the letter fees in the receiving-houses in London?—It might account for a great portion of the increase; but similar measures, as regards the earlier closing of the letter-boxes, have taken place elsewhere than in London; in all the principal towns nearly.

295. Mr. *Denison.*] There is evidence that the late-letter fees have increased?—Yes, very greatly.

296. Mr. *Hawes.*] These returns show that there were no accurate returns upon that subject previously in the hands of the Post-office?—I think that is an inference which must be drawn from the return; I conceive it quite impossible that in any town the late-letter fees can have advanced from a small amount in 1836 to a very large amount in 1837, 1838, and 1839, and then have fallen again in 1840; which we find to be the case in several towns, assuming the accuracy of the return.

297. Mr. *Cripps.*] Was it known in 1840 that compensation was to be given for the late-letter fees?—It was known at the time the returns were made by the postmasters.

298. Mr. *Trotter.*] Your report may be considered with a view to prevent what you conceived an improper compensation being given?—Most assuredly; my object was to request a reconsideration of certain cases.

299. That, in fact, the fees were more than sufficient?—Yes.

300. Mr. *Hawes.*] In short, without such an accurate consideration, the question of compensation could not be fairly considered with reference to the public?—I thought not.

301. Mr. *Cripps.*] Do the compensations appear to be generally made upon the postmaster's own return, or upon a comparison of their returns with the Post-office returns?—The report from the Post-office stated that every case had been very carefully considered; but at the same time any one examining the tables would see a very close similarity between the amount returned by each postmaster, and the amount of compensation given.

302. Mr. *Denison.*] The scale of compensation, then, does not appear to have been regulated by any general rule as to two-thirds or one-half of the value?—No; the prevailing rule seems to be to give the full value; and that was intended.

303. Mr. *Escott.*] Have you any means of knowing that the Post-office did not inquire into each individual case?—No, I have none whatever.

304. What is the amount of the whole compensation?—I think about 3,000*l.* or 4,000*l.*

305. What would be the amount of compensation which, according to your calculation, ought to have been awarded?—I did not attempt to determine that question; all that I did was to select those special cases, and to request a reconsideration; and, if the Postmaster-general thought it necessary, a special report upon them.

306. Mr. *Cripps.*] How much had the late-letter fees really produced?—They produced in that year, I think, between 6,000*l.* and 7,000*l.*;—there was an advantage by the arrangement;—I do not consider the amount of compensation as a whole unfair, or much too high; I only considered that in those particular cases an improper amount was paid.

307. Mr. *Denison.*] Do I understand, from your last answer, that the Post-office has gained by the whole transaction?—Yes.

308. Do you know how much?—I think 2,000*l.* or 3,000*l.* a year. I ought to state, that the first reports have reference to England and Wales only, and those amounts that I am speaking of are only for England and Wales.

309. Mr. *Cripps.*] Supposing those cases which you have selected are considerably too high, if the gross amount of compensation is not too high, the compensation

compensation in other cases must have been too low?—The gross amount of compensation, I said, I thought was not much too high; of course it must be somewhat too high, if any cases are too high.

310. Mr. *Denison.*] It being a profitable compensation does not prove that the compensation was too high or too low?—Clearly not; a large increase of fees was expected, and it was that expectation which led to the arrangement being made.

311. Mr. *Cripps.*] In what year was it that you say that the late-letter fees amounted to 6,000*l.*?—I am speaking of the year 1840, the first year after the penny postage.

312. In the first year the number of General-post letters nearly doubled?—The number of General-post letters had about trebled; the total number of letters, including the District-post letters, had increased about two-and-a-half fold.

313. Mr. *F. Baring.*] In point of fact, a great number of the postmasters did not keep a regular account of those fees?—I imagine that that was the case; they guessed, in many cases, I have no doubt. The arrangement which I had suggested for effecting a periodic revision of the emoluments of the deputy-postmasters and others having been adopted (with some modifications) by the Treasury and Post-office, the forms of return were settled by myself, and I presume they have been brought into use by the Post-office; but the results not having been ascertained at the time I left the Treasury, I had no opportunity of learning what those results are, still less of completing my plan for securing the Post-office, on further changes, arising from the very unsatisfactory state of things which, in my opinion, must ever result when returns are called for on the eve of some provision being made which may deeply affect the interests of those by whom the returns are to be made, and who may not have kept accounts which enable them to frame a return which is not in a great degree conjectural.

Another measure, to which I will call the attention of the Committee, was one for regulating the space occupied in railway trains by the Post-office, for conveyance of the mails and the guards. When I went to the Treasury, the reports from the Post-office gave no information which could enable the Treasury to form a judgment as to whether this very large item of expense was adjusted with a due regard to economy; I therefore prepared a form to be followed on every such occasion, which provided for giving the necessary particulars. Having investigated the returns so framed as they came in, I soon found in a majority of instances that the space in the carriages set apart for the mails was unnecessarily great; in one instance a day-mail between York and Normanton, though the maximum weight of the mail bags was only 80 lbs., (about equal to that of a passenger's luggage,) the Post-office occupied the space inside the carriages of 16 passengers, at a cost of 1*s.* 4*d.* per mile, whereas under proper arrangements the expense would probably have been about 2*d.* a mile, the charge by the ordinary trains being usually in direct proportion to the space occupied. In consequence of this very startling discovery, the Post-office was directed to report upon the state of all the railway lines in this respect, with a view to preparing some very stringent regulations for putting a stop to the waste of public money which was then going on, and which may be proceeding at this moment for aught I know to the contrary; the report however was not received when my services came to an end. In the absence of the required information, it is impossible to offer more than a rude estimate of the loss resulting from this mismanagement; but forming the best judgment I can on the facts which came before me, I cannot put it down at a less sum than 10,000*l.* a year.

The last point which I think it necessary to trouble the Committee with under this allegation, regards the unnecessary employment of special trains, very costly modes of transport, as the Committee well know; I will only instance the night-mails on the Birmingham and Gloucester Railway: between Birmingham and Gloucester, there are two mails in each direction every night, conveyed by special trains, at a cost, including guards, of about 10,500*l.* per annum. This arrangement which, on the face of it, seems extravagant, was brought by myself under the notice of the Treasury. Accordingly in January 1842, the discontinuance of one of the trains was suggested to the Post-office, which answered that it was impossible to act on the suggestion.

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After a careful examination of the whole subject, I was enabled to devise a plan which will be found detailed in my report of 29th August 1842, forming one of the papers which I have proposed to lay before the Committee. This plan, I submit, shows the practicability of saving the expense of one of the trains, without the slightest injury to the public service; indeed, by the subsidiary changes which are there suggested, it will appear that the single train will produce more convenience to the public than is now afforded by the two trains. When I came away this report lay for consideration at the Treasury.

314. Mr. *Escott.*] Does any part of your suggestion there depend upon the railway companies themselves?—No; the Post-office has power to alter the times as they please, giving, I think, three months' notice.

315. Mr. *Cripps.*] But supposing the Government were to alter altogether the time of the night-train, for the purpose of carrying the mail, must not that train be made a special train, and be paid for under special agreement?—Not necessarily. The arbitrators would have to consider whether the time selected by the Post-office was or was not a convenient one for the company, and they would regulate their award accordingly.

316. Then those special trains, which now cost 10,000*l.* a year on the Gloucester and Birmingham Line, have been settled by arbitrators?—Certainly.

317. Mr. *E. Tennent.*] Is that alteration essentially connected with the Penny-post, or would it not be an economical arrangement, applicable to any scale of payment?—It is quite independent of the Penny postage.

318. Viscount *Ebrington.*] If I understand rightly, one great source of the additional expense of the Post-office now, as compared with what it was before, is the substitution of railway trains, as a means of conveying the mails, for mail-coaches; mail-coaches having the privilege of passing toll-free through turnpike-gates, whereas the Post-office are obliged to pay very full compensation for the use of the railway trains?—That is the case.

The next allegation of my petition is, "17th. That the plan of Post-office improvement thus left incomplete, has from the first been stated by your petitioner to consist of the following parts: first, an uniform and low rate of postage; second, increased speed in the delivery of letters; third, greater facilities for their despatch; fourth, simplification in the operations of the Post-office, with the object of reducing the cost of the establishment to a minimum." The Committee will probably be of opinion that ample proof of this allegation was given in my first day's evidence.

The next allegation is, "18th. That the only portion of the plan which is as yet fully carried into effect, is the institution of the penny rate." This also, I submit, is fully proved. The next, "19th. That for increased speed in the delivery, or greater facilities for the dispatch of letters, little or nothing has been done." The Committee has now been made acquainted with all the improvements effected since September 1839, and will form their own judgment as to their extent and value. The Committee will then compare them with the diminished convenience on many important points to which the public, as it would appear, has been permanently subjected since the institution of the penny rate. I refer to the later delivery of General-post letters in London, and to the earlier closing of the letter-boxes there, and in many other towns. The next allegation is as follows: "20th. That with regard to the simplification of arrangements and consequent economy, though many important and successful changes have been made, yet little has been effected in proportion to the opportunities afforded by the adoption of uniformity of rate and prepayment." The simplifications which may be produced by prepayment, through the medium of stamps, are manifold: it is not my intention to trouble the Committee with an enumeration of them. One step towards perfecting that portion of the plan, viz. the abolition of money pre payment, would of itself get rid of nearly 3,000 daily accounts between the receivers and the chief office in the London district alone, as I have already stated. It is clear therefore that no exertion should be spared to increase the use of stamps; unfortunately the present arrangements of the Post-office, for ensuring to the public that every keeper of a post-office shall be able to supply stamps as they are demanded, preclude the possibility of making prepayment by stamps compulsory until the recurrence of disappointment, now not infrequent, is put an end to. Money prepayment being abolished, the next step would be so to diminish the number of unpaid letters, now small, as to lead by an easy step to making all inland

inland postage, in effect, prepaid; a measure which, if entertained in right earnest, might very soon be accomplished.

The effect of this great change would be a vast relief in keeping accounts all over the country, as well between office and office, as between each office and its letter-carriers; the advantages of such relief will appear in a striking light from the evidence of Sir Edward Lees and Mr. Lawrence. Mr. Lawrence, the Assistant Secretary, thinks, "that in the Inland department, four times the number of letters might be undertaken by the present number of hands." He adds, "I am speaking with great caution upon this subject, because I am not practical enough to say that, but I am merely giving my opinion." This is evidence given in 1838 with reference to my plan, when under consideration; 1020 and 1021. Sir Edward Lees, the Secretary for Scotland, says, with his present establishment, under Mr. Hill's plan, he would not refuse to attempt to dispatch and distribute a three-fold number of letters.—(Evidence 9854 and 9855.) The Commissioners of Post-office Inquiry, in their Ninth Report (which related to the London District-post), recommend that prepayment should be confined to the medium of stamps, on another ground, viz. the want of a sufficient check over the keepers of receiving houses in the case of prepayment by money, as also over the servants of the senders of letters. Under present arrangements, the number of persons who must possess considerable skill, and from whom considerable pecuniary responsibility is necessarily required, is very large. If prepayment by stamps were universal, that number might be greatly diminished; and as the quantity of labour, as well as the quality, would be materially lessened, that fact again furnishes another head of diminution. Upon this subject I will read an extract from the evidence of Lord Ashburton: Evidence 8142. Lord Ashburton: "I do not know that my opinion upon the subject would be worth much, it is merely founded upon general notions; but my expectation would be, that you might quadruple the present business of the Post-office, and still very largely reduce the expense of the establishment." Further on his Lordship says, "Where you have persons who are in the receipt and management of large sums, experience shows that your best security is in paying full salaries; and your main expense would, on Mr. Hill's plan, appear to be nothing but the mere expense of the conveyance of the letters, which is comparatively a trifling amount, and to be done rather by coarser and cheaper instruments than the other." The salaries and allowances to the different persons in the service of the Post-office, amounted in 1842 to about 400,000*l.* There can be no doubt that a careful attention to the several sources of economy connected with this department of expenditure enumerated in my evidence, more especially if persons were selected solely with reference to their fitness for office, would reduce this charge very greatly. Hereafter I shall submit an estimate of the extent to which modification may be carried. As many persons are only temporarily engaged, much of the saving might be effected at once, but the greater part must no doubt be done gradually. That there is for some reason or other an enormous waste of time in the Post-office is shown by the fact, that although it was stated by Mr. Bokenham in his evidence before the Postage Committee, that of the several operations in preparing the letters for dispatch or delivery, sorting them occupies most time; and whether correct or not then, it is undoubtedly so now; and also that an average sorter would dispose of 30 letters in a minute, yet the letters and newspapers in the London office, were a short time since actually prepared at an average rate of only two per minute, or 1–15th part of the rate at which the chief operation can be performed. In these contemplated changes, I scarcely need say, I have always kept in view the necessity for a strict regard to the claims of every person employed in the Post-office; I do not propose to displace a single individual who is permanently attached to the establishment; but with regard to all engagements made after the changes are carried into effect, reference should be had, in the salaries paid, to the greater facility with which the new duties will be performed. I contemplate much more considerable employment of females than heretofore. Even under present arrangements, the employment of females as far as it has extended, has been found beneficial to the public service; I think the Post-office may in time afford a large field for female labour, with equal advantage to itself and the public.

The next allegation of my petition is, "21st. That the opinion which your

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petitioner expressed, both in his pamphlet and in his evidence before the Committee of your Honourable House, was to the effect that the maintenance of the Post-office revenue even to the extent on which he calculated (about 1,300,000 *l.* a year), depended on carrying into effect the plan as a whole." This allegation, I submit, has been abundantly proved.

The next is, "22d. That the opinion adopted by Her Majesty's Government, that the further progress in Post-office improvement may be left to the Post-office itself, is contrary to all past experience, and is contradicted by measures recently adopted by that establishment" This allegation is divisible into two heads: 1st, As to past experience. It is a curious fact, that, from the institution of the Post-office to the present time, no important improvement has had its origin in that establishment. The establishment of a General-post never seems to have suggested to the office itself the propriety of a Town-post, even in London; that was left to a private individual of the name of Dockwra, who, shortly before the Restoration, established a penny-post in London as a speculation of his own. The next improvement was the establishment of the cross-posts by Mr. Allen (the Allworthy of Fielding's "Tom Jones"), about the middle of last century. All persons conversant with the various published collections of letters before that date, will know the inconvenience which was sustained for want of cross-posts; yet the suggestion of this important accommodation was left, as before, for a private individual. Then come the improvements of Mr. Palmer. I say the improvements, in the plural, for it is most unjust to the memory of that distinguished person to limit his merit to the suggestion of substituting mail-coaches for horse and foot-posts. This, no doubt, was the most striking feature of his plan, and it has therefore been mistaken for the plan itself; but he suggested, and was fortunate enough to accomplish, an almost total revolution in Post-office arrangements. The utter hopelessness of improvements originating in the Post-office has been practically acknowledged by the different Governments which have been in office for the last 15 years. For nearly the whole of that time, commissions have been in action, who, after rigid and extensive inquiries, in the course of which a vast mass of facts has been elicited, have from time to time proposed many improvements of great value, some of which their influence, backed by the Government, has been able to carry into effect; others, without any satisfactory reason, have met with rejection or neglect. But, as Lord Lowther justly stated in 1835, "He knew from experience that a Commission was inefficient to grapple with so strong a body as the Post-office department. When he had the honour to belong to a Commission of that nature, the Post-office almost set them at defiance; and it was found by the Commission to be a matter of the greatest difficulty to extract from the Post-office any information necessary for the elucidation of the inquiry" (*Hansard*, vol. 29, p. 386).—Thus the Committee will see, that not only has the Post-office been utterly barren of improvement itself, but its weight is thrown into the opposite scale. In justice to the officers of the present day, it must be admitted that they act strictly according to the unvarying precedents of former times. The first notice Dockwra's improvement appears to have received from the Post-office was in the shape of an action brought against him, for infringing the privileges which the office might by law have exercised, but did not. When his establishment had, by means of this kind, been wrested from him and added to the Post-office, he was for a time permitted to act as its manager; but, as appears by the Ninth Report of the Commissioners of Post-office Inquiry, he was, at the instigation of the Post-office, after a while, dismissed or removed by the Lords of the Treasury.

To show the obstructions which Mr. Palmer's plan received from the Post-office, I will beg permission to read a short extract from my pamphlet on Post-office Reform:—"Previous to the adoption of Mr. Palmer's plan in 1784, there was the greatest irregularity in the departure of mails, and in the delivery of letters. The robbing of the post was a thing of ordinary occurrence, and in the conveyance of the mail the usual rate of progress was about three miles and a half per hour. Lastly, the net revenue for the twenty years preceding had been pretty uniformly about 150,000 *l.* per annum. The effect of Mr. Palmer's improvements was greatly to increase the regularity both of departure and delivery, to put a complete stop to robbery wherever mail-coaches were introduced, and to double the rate of progress; lastly, the

the annual net revenue increased so rapidly that at the end of the first 10 years after the adoption of his plan, it was nearly 400,000*l.*; at the end of the second 10 years, upwards of 700,000*l.*; and at the end of the third 10 years it had reached a million and a half, or ten times its former amount; from which time to the present (1837) it has remained almost stationary. It may be supposed, however, by those who have have not examined into the circumstances under which Mr. Palmer's improvements were effected, that for his particular plan no knowledge of post-office details could be deemed necessary; that the substitution of mail-coaches for carts and saddle horses, speed for slowness, punctuality for irregularity, security for hazard, was so obviously an improvement, that the idea needed only to be started to be hailed with delight, and that the only astonishment would be, as is generally the case with the most valuable inventions, that a scheme so admirable and so simple had never been hit upon before. It may be imagined that those familiar with Post-office details, and who from their familiarity were best acquainted with the annoyances incidental to the old plan, must have occupied a vantage ground from which they could most easily, most rapidly, and most fully discern the benefits to arise from the new arrangements. Surely, when the plan was laid before them, their opinion was unanimous in its favour. Doubtless they were eager to tender their assistance in its introduction, and evinced no impatience, save at the delay necessarily attending so radical and extensive a change. If any one has these impressions, let him turn to the Parliamentary records of the period; he will there find 'the oldest and ablest officers in the service representing Mr. Palmer's plan not only to be impracticable, but dangerous to commerce and the revenue.'—(*Report of the Commissioners appointed to inquire into the State of the Public Offices*, 1788.) He will there find one officer (Mr. Allen) giving in his written opinion, that 'the more Mr. Palmer's plan was considered, the greater number of difficulties and objections started to its ever being carried completely into execution,' (*Report of the Committee of the House of Commons in* 1797, *on Mr. Palmer's Agreement for the Reform and Improvement of the Post-office and its Revenue*, p. 115), and labouring to shelter himself and his brother functionaries from the responsibility of this hazardous experiment, by averring that they had, 'to the best of their judgment and experience, given their separate opinions against the utility and practicability of the scheme *in toto*,' (p. 115). Mr. Draper objects to coaches, as travelling too fast; the progress of the mail, which at the present day is associated with all that is possible in rapidity, was in his mind indissolubly linked with the extreme of slowness. For his purposes the carrier pigeon would be beaten hollow by the tortoise. He declares that 'the post cannot travel with the same expedition that chaises and diligences do, on account of the business necessary to be done at the office in each town through which it passes, and without which correspondence would be thrown into the utmost confusion,' (p. 116). He finds another insurmountable difficulty in the utter unsuitableness for Post-office purposes of stage-coach hours, maintaining that the time for the post to leave London 'is unavoidably from one to three in the morning,' (p. 117); in which he is backed by Mr. Hodgson, who declares, 'that the shutting up of the office at seven or eight o'clock in the evening is impracticable,' (p. 131); and that an alteration of Post-office hours 'would throw the whole correspondence throughout England, through London, as well as the bye and cross roads, into the utmost confusion,' (p. 130). Mr. Draper adds, that the time allowed by Mr. Palmer for the guard to transact the necessary business at the various post-towns, viz., a quarter of an hour (an allowance, by-the-bye, the bare mention of which, except for a very few large towns, would bring a peal of laughter from a guard of the present day, who flings down one set of bags and takes up another while the coach scarcely slackens its speed); that this quarter of an hour is not enough, except at some small offices, and that 'half an hour is hardly sufficient for the proper circulation of the country letters, as is well known by everybody conversant in Post-office business,' (p. 117). With obstacles so hopelessly insurmountable before his eyes, it is no wonder that Mr. Hodgson should consider the new plan as requiring an impossible punctuality; he maintains that, 'as the mails neither do nor can leave the general office at the same hour every morning, mail diligences would be less regular than others; and as to the guard, he might be waited for at every alehouse he should pass by,' (p. 126). To Mr. Hodgson's 'humble apprehen-

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sion it pretty clearly appears that Mr. Palmer's plan would neither accelerate the mails in their conveyance, ensure their safety, nor save expense, but very much the contrary,' (p. 127). The first of these points, however, he does not deem a matter of great importance, as he elsewhere states that he 'does not see why the post should be the swiftest conveyance in England,' (p. 120). With respect to the second, lest the force of the observation should be lost in its generality, he condescends to the specific, observing that he 'cannot think that a guard to each mail would add to its safety;' this apparent paradox, however, he explains elsewhere, by representing safety as unattainable by any means; at least, any means in the command of the Post-office. He urges the cutting of bills of exchange and bank-notes in two, and so forth, and with that appears to think all human care must end; adding that 'there are no other means of preventing robberies with effect, as it has been proved that the strongest cart that could be made, lined and bound with iron, was soon broken open by a robber, against whom it would therefore be in vain to attempt such kind of defence.' Mr. Draper is so deeply convinced that a robbery now and then is inevitable, as wisely to recommend that we should not run upon a greater evil by flying from a less, observing that 'when desperate fellows had once determined upon a mail robbery, the consequence would be murder in case of resistance,' (p. 116). From all these disheartening and alarming circumstances, a hasty observer might infer that in those days the affairs of the Post-office were in a lamentable condition. Happily he is set right by Mr. Hodgson, who informs us 'that the constant eye that has been long kept towards their improvement in all situations and under all circumstances, has made them now almost as perfect as can be, without exhausting the revenue arising therefrom,' (p. 128). The acme of perfection being thus attained, it would have been inexcusable in the Post-office functionaries not to entertain a lively apprehension of schemes which one scouts as 'chimerical,' (p. 116); another denounces, as likely to 'open a door for fraud,' (p. 127); while a third predicts that 'they will fling the whole commercial correspondence of the country into the utmost confusion, and will justly raise such a clamour as the Postmaster will not be able to appease,' (p. 133)." "Of Mr. Palmer's wilful obstinacy, in urging his chimerical project, all must be convinced who read the following admonition: 'It is a pity,' says Mr. Hodgson, 'that the author of the plan should not first have been informed of the nature of the business in question, to make him understand how very differently the post and post-offices are conducted to what he apprehends,' (p. 128). Mr. Hodgson subsequently 'ventures to say, that the post, as now managed, is admirably connected in all its parts; well regulated, carefully attended to, and not to be improved by any person unacquainted with the whole,' (p. 131). Mr. Draper recommends a thorough examination, for the purpose of ascertaining whether the scheme is 'as feasible in practice as it is specious in theory,' (p. 120). In reply to an inconsiderate recommendation of Mr. Palmer's, that the suggestions of commercial men, as to the management of the post in their respective neighbourhoods, should be received and considered, Mr. Hodgson checks the impertinence by maintaining that 'it is not probable that any set of gentlemen, merchants, or outriders, can instruct officers brought up in the business of the Post-office; and it is particularly to be hoped, if not presumed, that the surveyors need no such information,' (p. 131). But the *coup de grace* is given by the same gentleman in another paragraph by a *reductio ad absurdum*, the folly of the whole project being triumphantly exposed in a piece of argumentation, which commences by his 'supposing an impossibility, namely, that the Bath mail could be brought to London in 16 or 18 hours,' (p. 125). In conclusion we have a remonstrance addressed to the Lords of the Treasury by the Postmasters-general, 18 months after the partial adoption of the plan, in which, after enlarging on the innumerable inconveniences which the change had occasioned, they proceed to declare that, 'from a comparison of the gross produce of inland postage for four months, and from every other comparison they have been able to make, they were perfectly satisfied that this revenue has been very considerably decreased by the plan of mail-coaches,' (p. 135.)"

With regard to my own plan, considering how it was taken up by the country at large, that it was recommended by a Committee of the House of Commons, that it passed through one House of Parliament by a large majority, and through the other without a division; and moreover, that the opposition which

which it received in Parliament was not to the plan itself, but only to its being carried into execution in the then depressed state of the revenue, it will not be held presumptuous in me to cite the determined hostility of the Post-office, which found vent in the most unqualified expressions of condemnation and contempt, as furnishing even a stronger proof than those drawn from the treatment which was received by the earlier Post-office reformers, that to deliver my plan into the hands of the gentlemen in St. Martin's-le-Grand, is, in truth, to abandon it to its fate, which must be either neglect, or a mutilation more unfortunate in its consequences than even utter neglect.

I trust, then, I have now proved the first part of my allegation, viz. that to presume that the further progress in Post-office improvement may be left to the Post-office itself is contrary to all past experience. I now proceed to that part of the allegation which states, that even if experience justified the expectation of improvement, the measures recently adopted by the Post-office would countervail such expectation. Much evidence has been given, *passim*, applicable to this part of the case. I will call the attention of the Committee more fully to one or two examples. In my letter to Mr. Goulburn, which I read on the second day, I adverted to my plan for improving the London District-post; the details of that measure will be found in my previous evidence, and in my report to the Treasury, dated 27 May 1842, which is among the papers to be produced. In this latter report will be found the reasons which I submitted against the measure adopted by the Post-office and now in operation, for giving an additional delivery in the suburbs of London. I proffer these documents, as proving that in the place of a measure providing the maximum of convenience with the minimum of expense, one has been adopted which may be almost said to provide the minimum of convenience at the maximum of expense. A second example may be found in the case of the Glasgow and Ayr Railway: "In the course of last year an award was made for the conveyance of the mail on the Glasgow and Ayr Railway. This award gave the company, among other allowances, one of about 40*l.* a year, in consideration of its guard having acted as Post-office guard. On the receipt of this award, the Postmaster-general appointed a Post-office guard, on a scale of salary averaging about 100*l.* a year, and then, in his report to the Treasury, actually took credit for having effected a saving of 40*l.* a year to the revenue." It may be necessary to add, that not a single objection was raised to the previous arrangement; and when it is recollected, that by employing the company's guard, you may add to the responsibility of the individual the responsibility of the company itself, and also subject the individual to more complete superintendence and control, through the superior officers of the company, than the Post-office itself can ever exercise, it is exceedingly unfortunate that an experiment, which had so well answered in the single instance, should not have been extended rather than abandoned. Another instance will be found, in the disregard to economy evinced in the case of the Hull Post-office, where the retirement of a postmaster who received a large annual sum for compensation, which lapsed on such retirement, so far from easing the revenue, became the occasion for increasing the expense of the office. The papers on this subject are among those to be submitted to the Committee. This part of the allegation will also be confirmed by transactions taking place or coming to my knowledge since my petition was framed. The following case has been very much misunderstood, which is one reason why I submit it to the Committee: "Since the establishment of the overland mail to India, many letters, more especially those of importance, have been sent *viâ* Bombay to the Australian colonies, New Zealand, and latterly to China. All such letters were prepaid as far as Bombay by those who sent them, the postage from Bombay being discharged on their delivery. Under this arrangement the Bombay office got nothing for the trouble of receiving the letters and despatching them again, simply because there was no one at hand of whom their postage (about 3*d.* when the letter was forwarded by ship) could be demanded. The number of such letters not being very great at first, the loss of postage appears to have been for a time disregarded; but after a while the East India Company objected to this sacrifice of revenue. When the objection was first raised I cannot tell; all I know is, that in the course of last April the Post-office issued a notice to the public, from which the following is an extract: 'Letters for China, the Australian settlements, New Zealand, the Mauritius, and other places beyond the territories of the East India Company, intended to be sent

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by the overland mail through India, must be addressed to the care of correspondents in that country, as it is understood that under recent regulations they will otherwise be detained at Bombay for the payment of the transit and ship-letter postage due to the India Post-office for their conveyance to their destination.' It is unnecessary to remark on the extraordinary course of proposing that every one writing to the places in question, should appoint an agent in India (or rather in Bombay), for the payment of his 3*d.* The obvious course for the Postmaster-general to have adopted, would have been for him to appoint one agent to act for all, and then to have addressed the bag of letters to this agent. Such an arrangement might have been made with one of the East India houses in the City in a few hours; consequently, even if there were difficulty, as is alleged, in settling the matter with the East India Company, there was no pretence for the course adopted. With one agent for all, the Post-office here would of course collect the threepences with the other postage. It may be said that this would have been, in effect, an advance of the rate which the Post-office could not legally make; but it is not so; the rate payable to the British office would remain the same, but the British office would have given the public the practical option of making the office its agent, instead of the impracticable option of appointing one at Bombay, or of leaving the letters to their fate. There was therefore no necessity for our Post-office to possess any right to enforce the extra 3*d.*; the alternative being made known, the public would gladly have availed themselves of such an arrangement. Similar departures from strict legal practice are made every day in the Post-office. The newspapers having attacked the Post-office for the disregard to public convenience evinced by this notice, it was withdrawn shortly afterwards; the Post-office having early in the month of May issued a notice of which the following is a copy: 'The Court of Directors of the East India Company having informed the Postmaster-general that they have dispatched instructions by the mail of the 6th instant, to their officers in India, to discontinue the detention which was understood to have taken place at Bombay, of letters forwarded by the Overland Indian Mail for China, the Mauritius, the Australian settlements, New Zealand, or other places beyond the Company's territories, and for the present to send on such letters to their respective destinations by sea from Bombay as opportunities may offer, without payment of the transit and sea postage due to the Company, the notice of last month on this subject is hereby cancelled. It is, therefore, no longer necessary to address such letters to the care of correspondents in India.' Now, when the question before our Post-office was, whether it should call on every person having a letter to send to China, Australia, or New Zealand, to appoint an agent at Bombay to pay 3*d.*, or whether it should receive all the threepences itself, and appoint an agent to pay them over to the Bombay Post-office, if our Office decide on the former alternative, instead of the latter, is it possible to expect from a body capable of such a decision that any system of improvement will be carried into effect? And if, after the preposterous error of the course which the office has adopted, it is defended as the only practical course by those whose duty it is to superintend the Post-office, I must submit that all hope of improvement from any quarter is absolutely annihilated."

The next and last case under this head is the new postal treaty with France, which, however excellent in its general objects and effects, is, in consequence of important errors in the details, operating very unfavourably on our portion of the revenue derived from the united postage, French and English, on letters between the two countries. Our scale of postage, as the Committee will bear in mind, ascends by half-ounces up to one ounce, and then by ounces. The French scale, on the other hand, ascends by quarter-ounces. Several important results flow from this distinction: as every letter, in regard to a portion of its postage, is under the quarter-ounce scale, the great majority of letters will be just within the quarter-ounce; such letters therefore, though liable to a French rate of 20*d.* per ounce, and a British rate of only 10*d.* per ounce, would be charged 10*d.* each, viz. 5*d.* British and 5*d.* French, the whole being collected sometimes by the one Post-office, sometimes by the other. Under the old system, each government would retain its own 5*d.*, and hand over the second 5*d.* to the other Government. The English Post-office, however, in order to relieve itself of the trouble of accounting for the letters *numeratim*, proposed a clause by which each Government would have accounted to the other for the whole mail at once, according

according to its weight in bulk. I pointed out to the Treasury how unfairly towards our own Government the proposed stipulation would operate, and the proposal of the Post-office was consequently rejected. It appears, however, by the treaty, that it was subsequently revived, with a slight modification, which no doubt was thought would obviate the evil, but which only slightly mitigates it. Under the treaty, we are to pay in respect of a mail, the postage of which is collected in England, 20 *d.* an ounce to the French for their share of the postage, whereas on a mail, the postage of which is to be collected in France, we are only to receive 12 *d.* per ounce. Applying this rule to the great majority, which, as before said, are just under the quarter-ounce, the ultimate effect is, that of our 5 *d.*, when the postage is collected in France, the French hand over to us only 3 *d.*, retaining 2 *d.* of our 5 *d.*, in addition to their own 5 *d.*; whereas, when we collect the postage, we hand over to the French the whole of their 5 *d.*, retaining our own 5 *d.* without any addition. Upon certain small classes of letters the arrangement would be in favour of the English, but to a very slight extent even upon such classes, and on the general balance, the disadvantage, to an annual amount probably of some thousands of pounds. I would press the results of this treaty, which presents other matters for criticism (into which, however, I do not now enter) the more urgently on the Committee, because I learn from the public prints that negotiations are in progress with other powers for similar treaties to this with France.

The next allegation of my petition is: "23. That the questions to which your petitioner sought to gain the attention of the Treasury involve savings to the extent of hundreds of thousands of pounds per annum; an advantage to the revenue entirely independent of that augmentation of letters which the whole experience of the Post-office shows may safely be anticipated from the adoption of those measures, suggested by your petitioner, which have reference to increasing the utility of the Post-office to the public."

Under this allegation I intend to show, that, upon the present extent of Post-office business, savings may be effected to an enormous amount, without either the slightest diminution of public convenience or any injustice to individuals. Any considerable increase of business would obviously increase the sum to which the savings now adverted to would cut down the expenditure of the Post-office, but such increased expenditure would not be in proportion to the increased gross revenue; as a large business may always be conducted at a less proportionate cost than a small one. The allegation was framed with a view of keeping the question of present expenditure upon the present amount of business entirely distinct from any contemplated increase of business; and on this footing the accounts which I have made out are based.

Although savings, important in their aggregate, were made in the early period of my engagement, yet, as it was felt that during the transition which was rapidly proceeding at that time, it was important that the strength of the establishment should be amply sufficient, not only to carry on the business when it should have settled itself into routine, but to cope with all the obstructions which might by possibility arise from the novelties induced by so great a change, economical improvements on any great system were of necessity delayed; and I must here remark that the Treasury felt itself often obliged to yield to representations by the Post-office as to the quantity of force necessary to work the establishment under the new arrangements, when it was by no means convinced that such necessity had any more solid foundation than the anticipations of those by whom the change was disapproved and disliked. I scarcely need add, what I submit must be clear to every reflecting mind, that even when the intentions of those who are to carry into execution any measure are directed in all sincerity to a successful result, they have not the power of making their exertions so effective when they disapprove of that measure, as they would do if it were one of their own choice and approbation.

I propose to begin my estimate of reductions by an account of specific savings recommended by me to the Treasury, between the months of April and September 1842. These suggestions, in every instance except one, arose out of the consideration of papers referred to me by the Treasury in the usual course of business. Certain of these suggestions had been so far adopted as to be made the subject of Treasury Minutes; others awaited the decision of the Board when I left. I have no reason to believe that any of these suggestions have been carried into practical effect.

| | Reference for Details. | Estimated Annual Saving. |
|---|---|---|
| | | £. |
| Simplification of the money-order system - | Appendix, No. 9 - - | 7,000 |
| In the postal treaty with France - - | - - Evidence, p. 88, and Appendix, No. 23. | 4,000 |
| As regards the additional delivery in the suburbs of London. | - - Evidence, p. 87, and Appendix, No. 14. | 3,000 |
| In the establishment of mail-guards - - | - - Evidence, p. 10 - | 8,000 |
| By economy of space in the railway carriages. | - - Evidence, p. 81, and Appendix, No. 11. | 10,000 |
| In the Channel Islands' packets - - | - - Evidence, p. 76, and Appendix, No. 22. | 6,000 |
| By discontinuing one of the special trains on the Birmingham and Gloucester Railway. | - - Evidence, p. 81, and Appendix, No. 11. | 5,000 |
| By improving the post communication with Dublin. | Appendix, No. 21. - | 50,000 |
| | TOTAL - - - £. | 93,000 |

My next account of savings will consist of such additional items as have been already laid before the Committee. It is as follows:

| | Reference for Details. | Estimated Annual Saving. |
|---|---|---|
| | | £. |
| In compensations for late-letter fees - - | - - Evidence, p. 77, and Appendix, No. 8. | 1,000 |
| By a better regulation of the day mails - - | - - Evidence, p. 75, and Appendix, No. 15. | 8,000 |
| By the union of the two corps of letter-carriers and sorters - - - - - - - - | Evidence, p. 35 - - | 6,000 |
| Add also, though not yet stated in evidence, by the discontinuance of the direct line of packets to Gibraltar, sending the slower class of India letters, viz. those *viâ* Falmouth, by the packets which touch at Oporto, &c.; say - - - - - - - - - - - | | 30,000 |
| | TOTAL - - - £. | 45,000 |

My third account will consist of an estimate, divided into its several heads, of savings which may be effected in "salaries and allowances," and in "special services and travelling charges:"

| | £. |
|---|---|
| Total "salaries and allowances" and "special service and travelling charges" in 1842, as per Finance Accounts - - | 406,000 |
| Deduct savings under this head, enumerated above* - - | 17,000 |
| Remainder - - - £. | 389,000 |

Of this sum, I calculated, at a low estimate, that the adoption of the measures enumerated at p. 34 would gradually effect savings to the following extent:

1. By

* Viz.

| | £. |
|---|---|
| Simplifications of money-order system - - - - | 7,000 |
| As regards the additional delivery in the suburbs of London - | 3,000 |
| In compensation for late-letter fees - - - - - | 1,000 |
| By the union of the two corps of letter-carriers and sorters - | 6,000 |
| | £. 17,000 |

| | In the Number of Persons Employed. | In Individual Salaries, &c. |
|---|---|---|
| 1. By "revision of all salaries and allowances on the receipt of the intended annual return of fees, &c." - | - - nil. - | 4 per cent. |
| 2. By "the regulation of the receipt of fees, &c. so as to prevent large and unexpected claims for compensation" - - - - - - - - - - (This would act prospectively only.) | - - nil. - | - - nil. |
| 3. By "the establishment of scales of salaries applicable to all offices, beginning low, and advancing with length of service" - - - - - - - | - - nil. - | 2 per cent. |
| 4. By "the extension of the hours of attendance in the metropolitan offices to a full day's work for all employed, of course with the regulation of the salaries accordingly" - - - - - - - - | 2 per cent. - | - - nil. |
| 5. By "the extension, where practicable, of the system which is found so convenient and economical in many provincial offices, of employing females in assorting letters" - - - - - - - - | - - nil. - | 3 per cent. |
| 6. By "simplification in the mode of assorting letters and newspapers" - - - - - - - | 2 per cent. - | - - nil. |
| 7. By "the investigation of the more economical management in certain offices, with a view to its extension, where practicable, to others" - - - - (This is partly comprehended under the first head.) | 2 per cent. - | - - nil. |
| 8. By "the abolition of money-prepayment, and the adoption of the economical arrangements consequent thereon," also by the gradual extinction, as regards inland letters, of payment on delivery - - - | 3 per cent. - | 2 per cent. |
| 9. By "the adoption of measures to induce the public to facilitate the operations of the Post-office, by giving complete and legible addresses to letters, by making slits in doors, and by other means" - - | 3 per cent. - | - - nil. |
| | 12 per cent. - | 11 per cent.<br>12 per cent. |
| | TOTAL - - - | 23 per cent. |

As the per centage in each case can only be calculated on the *remainder*, after effecting the previous deductions, this 23 per cent. would be equal to about 20 per cent. on the whole - - - - - - - £. 389,000
Equal to, say - - - - - - - - - - - - 78,000

My fourth account will consist of an estimate of savings which may be effected in the conveyance of mails.

| | £. | £. |
|---|---|---|
| The annual expenditure under this head, as per Finance Accounts for 1842, was - - - - - - - - - - - | | 432,000 |
| Of which the payments to railway companies (Return to Lords, No. 64, of 1843) amounted to - - - - - | £. 77,000 | |
| And the cost of all the guards (on which the saving has already been estimated), assuming it to be the same as in 1841 (Return 431, of 1841) was about - - - | 29,000 | |
| | | 106,000 |
| Leaving for the expense of ordinary conveyance, exclusive of guards - - - - - - - - - - - - | | 326,000 |
| First, as regards railway conveyance: | | |
| Annual expenditure (exclusive of guards) as above - - - | | 77,000 |
| Deduct savings under this head, enumerated at p. 90* - - | | 23,000 |
| Remainder - - - - - - - - - - - - | | 54,000 |

* Viz.

| | £. |
|---|---|
| By economy of space in the railway carriages - - - - - | 10,000 |
| By discontinuing one of the special trains on the Birmingham and Gloucester Railway - - - - - - - - - - | 5,000 |
| By a better regulation of the day-mails - - - - - - | 8,000 |
| | 23,000 |

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Of this sum, I calculate that the adoption of the measures enumerated at p. 34, which, excepting those already taken into account, are, "reduction in the cost of railway conveyance, by establishing a fairer principle of arbitration; by discontinuing useless lines; by substituting, when practicable, cheaper means of conveyance; and by avoiding, as much as possible, the use of special trains," would effect savings to the extent of 20 per cent.; say - - £. 11,000

Next, as regards ordinary conveyance:

Annual expenditure as above - - - - - - 326,000

Of this sum, I calculate that the adoption of the measures recommended at p. 34, viz. "reduction in the cost of ordinary conveyance, by discontinuing all useless lines, by invariably resorting to public competition (avoiding all unnecessary restrictions as to the description of carriage, speed, number of horses, passengers, &c.), and by invariably adopting the cheapest suitable means," would effect savings to the extent of 15 per cent.; say - - - - 49,000

The aggregate of the estimated savings is as follows:

| | |
|---|---|
| Specific savings recommended to the Treasury between April and September 1842 (p. 90) - - - - - - - - - | 93,000 |
| Additional items already laid before the Committee (p. 90) - - | 45,000 |
| Savings in "salaries and allowances," and "special services and travelling charges," in addition to the above (p. 91) - - | 78,000 |
| Savings in railway conveyance in addition to the above (p. 92) - | 11,000 |
| Savings in ordinary conveyance, in addition to the above (p. 92) - | 49,000 |
| Aggregate of estimated savings - - - £. | 276,000 |

The just claims of individuals will, as I before said, make it impossible that the whole of these savings should accrue at once. If, however, concurrently with these reductions, such portions of my plan should be adopted as have reference to increasing the number of letters, the power of rapidly effecting the reductions would be much augmented, inasmuch as the force liberated by the proposed economical arrangements might be applied, more or less, to the purposes of the extended business of the Post-office.

The various accounts now produced depend for their trustworthiness on a vast number of facts and considerations: so many, indeed, that I felt hopeless of producing them on paper in sufficient detail to furnish all the information which it is probable the Committee may require. I shall be glad, however, to the best of my ability, to satisfy the minds of the Committee on the subject in the course of such examination, *vivâ voce*, as it may be their pleasure to institute.

Meanwhile, I beg to state a few facts which tend (as it may be their pleasure to institute) to confirm some of the conclusions at which I have arrived.

Applications to the Treasury for advance in salaries, additional clerks, &c. were frequently made on grounds which, under the investigation to which I subjected them, proved fallacious. It is scarcely an exaggeration to say that such instances occurred continually. The following are examples:

Additional allowances to two postmasters (at Swinford and Ballaghaderin in Ireland) were proposed, on the ground that the money-order business had become so heavy that each postmaster was obliged to engage a clerk to attend to that duty alone. The accounts in the Post-office would of course have supplied a check to this statement; but it came to the Treasury vouched, first, by the surveyor of the district; second, by the Dublin office; and third, by the London office. The Treasury, at my suggestion, however, called for information as to the actual number of money orders paid and issued by each office in a given time; and after the lapse of a year the information was supplied, when it appeared that the average number of money orders paid and issued, when taken together, was in one office only two, and in the other only three, per day. I advised the rejection of the proposed allowances; but this question, with

many

many others of a similar character, remained undecided when my duties were interrupted.

An establishment was proposed for the money-order office in Dublin; the Treasury, at my suggestion, called for information as to the amount of business transacted, when it appeared that the cost of the proposed establishment would exceed the money-order commission collected in the whole of Ireland. It was accordingly cut down.

Application was made for authority to advance the wages of the Edinburgh letter-carriers to an extent in the aggregate of 227 *l.* per annum, on the ground that their emoluments had suffered by the loss of certain perquisites. I showed that the statement was at variance with a return made some years previously. The Treasury called for explanation, and the application was consequently withdrawn by the Post-office.

Lastly, the Post-office proposed an increase of force at the Paisley office, the application being founded chiefly on the great increase of letters. The Surveyor, in his report, gave the weekly average at about 8,000 (having taken the week of the Valentines); but the ordinary return, which accompanied the application, showed the average to be not quite 7,000. I therefore wrote a minute, pointing out the discrepancy, and calling for copies of the original returns for the four weeks from which the average of 7,000 was deduced: this copy, when supplied, showed the real average to be not quite 6,000; and the only explanation afforded was, that the Surveyor reported the numbers in each of the two first instances as they were given by the postmaster, who had since been dismissed for misconduct. This case, amongst numberless others of a similar character, shows how little reliance can be placed on the information supplied by the Post-office: even the account finally rendered was inaccurate to the extent of several hundreds in the casting.

Seeing how loose and inaccurate is the information supplied by the Post-office to the Treasury, it is impossible to avoid the conclusion that many of the augmentations of expenditure which have actually taken place on such information are unnecessary. Further proof that in many offices the expenditure is excessive, is to be found in the fact that in others an equal amount of business is efficiently performed at a much less cost to the revenue. While at the Treasury, I took great pains to collect such information as enabled me, to a limited extent, to bring the expenditure of the several offices into comparison one with another; and by these means, among others, applications for increased expenditure were frequently shown to be unnecessary.

The next allegation of my petition is as follows: "24. That notwithstanding the extreme depression of trade which existed when the penny rate was established, and has continued to prevail ever since, and notwithstanding the very imperfect manner in which your petitioner's plan has been carried into effect, the want of due economy in the Post-office, the well-known dislike to the measure entertained by many of those persons to whom its execution has been entrusted, and the influence such dislike must necessarily have had on its success, yet the results of the third year of partial trial, as shown by a return recently made to the House of Lords, are a gross revenue of two-thirds, and a net revenue of more than one-third of the former amount."

The only parts of this allegation which are not already disposed of are, I submit,

1st. The want of due economy in the Post-office.

2d. The dislike to my plan entertained in that establishment; and,

3d. The necessary influence of such dislike.

1st. As to want of due economy in the Post-office. If I have been successful in showing that great savings may be made, the inference as to want of due economy in the Post-office will probably be thought necessarily to arise; but I desire, under this head, to point the attention of the Committee to certain important facts, some of which are already in evidence and some not, and which of themselves would, I submit, fully substantiate this charge. I would also respectfully remind the Committee how obvious it has been, throughout the whole evidence, that the Post-office is not in the habit of paying that systematic attention to the statistics of the establishment, which, I submit, would alone furnish the means of exercising an economy, at once enlightened and strict,

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over the details of so vast an undertaking. Accurate statistics are necessary to that perpetual adjustment which ever-changing circumstances render imperative. For instance, in the absence of annual returns as to the various emoluments of the deputy postmasters, claims for compensation unexpectedly arise upon contemplated changes, and that to an extent which makes improvement very costly.

There are many places where the deputy postmasters of the neighbouring towns have established posts for their own profit. Any general system of rural distribution would of course supersede these unofficial posts, and large claims for compensation will thus arise. Such compensations have already been given to a considerable amount. In one instance, I think at Maidstone, the establishment of a single official post some years ago, caused a charge to the revenue in this form of as much as 100*l.* a year.

It is quite clear that long before this unofficial post had attained such an importance as to entail this heavy compensation on the public, it ought to have been made official, by which two objects would have been gained: First, the public convenience of an official post, and next the saving of a large portion of the compensation. Statistics, at once minute and correct, are now looked upon in every commercial concern as the great engine by which trade is carried on at the minimum expense; such a means can hardly be less important in a concern in which those at the head of it never can be acted upon by the stimulus of individual loss or gain.

The facts to which I have adverted are as follows:

The excessive payments to railway companies (p. 75).

The excessive space occupied in railway carriages (p. 81).

The costly and comparatively inefficient arrangements for the additional delivery in the suburbs of London (p. 87).

The appointment of a special guard to the Glasgow and Ayr Railway (p. 87).

The provisions of the postal treaty with France, by which the office of each country accounts for the postage collected on behalf of the other (p. 88).

To which may be added the case of the Edinburgh letter-carriers (p. 93), and many other instances of application for advance of salaries, increased force, &c. on grounds which, on investigation, have proved erroneous.

The importance of these facts is by no means to be measured by the losses which they disclose. I submit, for the consideration of the Committee, that they must be considered as exponents of many other losses which cannot otherwise be made to appear. Take the case of the excessive railway payments. Here the Post-office, with all the proofs under their hands, made, in multiplied instances, payments on the footing that the railways are of greater length than the accounts of the Post-office show them to be—payments, too, which, when once adjusted, will naturally go on from year to year on the same footing. It is impossible, as I humbly submit to the Committee, to believe that the same want of care which produced errors like these should fail to produce a multitude of others which I have not the means of detecting. Then, as to the Edinburgh letter-carriers, surely the Post-office ought to have felt, that, in calling for a return of emoluments on the eve of giving compensation for them, they had placed the men under strong temptation to exaggerate. Why, then, did they not use the means in their own hands (viz. the return of 1837, made when no such influence existed) to check that, which ultimately turned out so fallacious. I can only attribute this lamentable state of things to the absence of good statistics, for, unless where officers are far more vigilant than it is reasonable to expect from the average of men, it is not enough that information actually exists, it must be put in a form for ready access, or the fact of its existence is quickly forgotten.

2d. As to the dislike to my plan entertained in the Post-office, I cannot forbear from stating my surprise at this hostility being doubted. I have thought it notorious; and certainly nothing would astonish me more than if any of the gentlemen from the Post-office, who, on a former occasion, gave evidence against my plan, should appear before this Committee, and declare themselves in its favour. I will not repeat the evidence which has already been given on this subject; but I cite the following paragraph from a speech of Sir Robert Peel's, to show what was the impression made on that gentleman in common with, I believe, all the world, by the statements which came from the Post-office.

On

On the 5th July 1839, Sir Robert Peel said: "There could not be stronger or more decided objection to his [Mr. Hill's] plan, than was expressed in the evidence of Col. Maberly, Secretary to the Post-office. * * * * Col. Maberly's opinion is, that he considers the plan altogether fallacious; that it appears preposterous, and quite unsupported by facts." * * * * "He says that if a reduction to a penny were to take place, the revenue could not recover in less than 40 or 50 years." * * * * "This was the opinion of Col. Maberly, and a similar opinion is entertained by the Earl of Lichfield. I do not say that these opinions convince me." (*Mirror of Parliament*, Session 1839, p. 3695.)

If the gentlemen in the Post-office have changed their opinion, I can only say that I am in ignorance of the fact. It is, I am told, a rule of evidence, that when matters are once proved to be in a particular state, they are presumed to remain in that state until the contrary is shown. Probably the Committee will therefore think, that if present hostility is denied, such denial should be verified by those on whose behalf it may be urged.

If such denial should ever be made, it will be for the gentlemen of the Post-office to reconcile it with the unfortunate bias against penny postage, which is obvious on the face of the return recently made to Parliament, and which formed a principal feature in the second day's evidence.

If I am in error on this subject, it would appear that I err in common with the First Lord of the Treasury and with the Chancellor of the Exchequer, who both state as a reason for my removal from office, the danger of collision between the Post-office and myself.

As to the necessary influence of such dislike.—The Committee will please to observe, that I here refer to that obstruction to the progress of my plan which is necessarily to be inferred from the unfortunate circumstance of its not being acceptable to those who have to carry it into execution. I might therefore rest upon such inference and go no further; and if it were necessary to advert to instances in proof of this part of my case, which are not already, for other purposes, before the Committee, it would be my wish to let the matter rest where it is, from my reluctance to give to a great public inquiry even the semblance of an investigation into disputes among individuals. I will therefore confine myself to two cases already before the Committee.

The first is the treatment which my suggestions for cheap registration, and offers of service under the Postmaster-general to carry them into effect, received at the Post-office; and I must respectfully ask the Committee to observe the tone as well as the matter of the document to which I refer.—(*Vide the Postmaster-general's Report of December* 1841, *Appendix*, *No.* 6.)

The second is the direct obstruction successfully offered by the Post-office, in June 1842, to the inquiries which I was about to make, under the sanction of the Treasury, with a view to the completion of my plan for a day mail to Newcastle, an obstruction which has deprived not only Newcastle, but the important towns of York, Leeds, Sheffield, Nottingham, Derby, and Leicester of the advantages of a day mail to London, and of improved communication with each other, up to the present hour. (*Vide* p. 74.)

Of the remaining allegations of my petition I submit that no further proof is required.

In conclusion, I have to assure the Committee, that although the evidence which I have prepared runs to so great a length, it has far from exhausted the subject. Wherever it could be done with propriety, I have omitted details, especially where those details are to be found in the documents contained in the list which I had the honour to lay before the Committee, and which documents I believe it is clearly understood are all to be produced from the Treasury, in case the accuracy of my statements respecting them should be controverted.

*Lunæ*, 17° *die Julii*, 1843.

MEMBERS PRESENT.

| | |
|---|---|
| Mr. F. Baring. | Mr. Gibson. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. Wilson Patten. |
| Mr. Cripps. | Mr. Ricardo. |
| Mr. Beckett Dennison. | Mr. E. Tennent. |
| Viscount Ebrington. | Mr. Trotter. |
| Mr. Escott. | Mr. Wallace. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

*Rowland Hill*, Esq. called in; and further Examined.

*Rowland Hill*, Esq. 17 July 1843.

320. Mr. *Hill.*] I BEG to state that I have made a correction in continuation of paragraph 8 in page 91 of the former day's Minutes. The statement was drawn up very hastily, and I find an omission of rather an important character. In order to supply the deficiency, I wish to add, "also by the gradual extinction, as regards the inland letters, of payment on delivery."

321. That is to say, to make prepayment by stamps compulsory?—Yes; it is included in the estimate, and should have appeared here. I have also to submit to the Committee a statement of the amount of late-letter fees. The Committee put several questions upon that subject, which I answered from recollection. I refer to page 80 of the Evidence. In answer to questions put to me, I made certain statements as to the amount of those fees; I can now give them accurately. The answers to questions 304, 306, and 308 apply to this. I find, on referring to my report, on the subject of late-letter fees, that the annual amount of late-letter fees for England and Wales, exclusive of London, as per Return of 1837, was 3,313*l.*; the same as per Return of 1840 (namely, for the average of the three years 1837, 1838, and 1839), 4,629*l.* The actual produce in the year 1840, that is to say, after the reduction of postage, was 7,481*l.* The proposed compensation amounted to 4,247*l.* The reduction to 4*d.* was on the 5th of December 1839, and to 1*d.* on the 10th of January 1840.

322. Mr. *Cripps.*] Is the whole of the compensation exclusive of London?—There was no compensation in London, as the fees for many years had been carried to the revenue.

323. Mr. *Escott.*] You say that in all probability the establishment of rural posts will be advantageous to the revenue; have you made any calculation as to the probable advantage to the revenue?—I have not attempted to make any calculation as to the extent to which the revenue would be benefited; but I cannot doubt that the revenue would derive a benefit from the rural posts.

324. How do you arrive at that conclusion?—I arrive at it from a careful consideration of all similar improvements which have been made hitherto in the British Post-office, or in the French Post-office. In France a system of rural distribution, of very great extent, and very complete in all its arrangements, has been in operation ever since the year 1830, and the results have been highly advantageous to the Post-office revenue of France.

325. *Chairman.*] Is any additional payment made in France for those rural posts?—There is an additional sum charged on each letter of a decime, or a penny; but the amount of the revenue so obtained is not large, and I believe that it is the intention of the French Government very shortly to take off the charge.

326. Still there is an additional charge made in France for the rural post, equal to the whole amount of postage which is charged in England on any letters?—That is the case.

327. Mr. *Trotter.*] And that revenue is not very productive?—That revenue does not equal the expenditure; the advantage is obtained in the general increase of letters. In page 42 of the Evidence, my statement on this subject is given in detail. May I be allowed to add, in further elucidation of the subject, that the Penny-posts which existed in this country before the general reduction of the charge, were very similar to the additional posts which it is now proposed to establish, and those Penny-posts were highly profitable.

328. Mr. *Escott.*] They were confined to very short distances, were they not?—The average distance was about five or six miles, I think; in some instances, they extended to distances of 30 miles.

329. Mr. *Bramston.*] What was the character of those Penny-posts?—They were posts proceeding from the post towns to neighbouring villages.

330. Did they deliver the letter and bring back the return?—Yes; there was a receiving house in each village, at which letters were posted, and in most of the villages, I think, though I apprehend not in all, the letters were delivered at the houses.

331. Mr. *Cripps.*] To what period do the words in the 14th paragraph of the petition, "which inquiries were about to be prosecuted," refer?—They refer to June 1842.

332. They relate to the day mail from Newcastle?—They relate chiefly to a proposed day mail to Newcastle; the mail had not been established, nor has it yet been established, I believe.

333. Had those inquiries special reference to a day mail from Newcastle to London, or from London to Newcastle?—Both ways.

334. With reference to the convenience of Newcastle, which I suppose you had chiefly in view, had your negociation taken place with Mr. Hodgson Hinde; what were they anxious about; about a day mail from London, or a day mail to London?—They, I apprehend, wished to have obtained the convenience of a mail in each direction. The Honourable Member will be aware that the convenience of a mail from any town to London is not confined to the correspondence between that town and London; it extends, of course, to the correspondence between all the towns upon the line. This particular day mail would have connected many important towns one with another; among them Newcastle, York, Sheffield, Leeds, Nottingham, Derby, and Leicester; and it would also have connected them with the metropolis.

335. Is not the principal interest those towns have in a day mail the prevention of detention in London of those letters that have to come from the south through London?—That is an important part of the convenience, if not the chief part.

336. Have you ever heard that the people of Newcastle, or of those other towns, have found any great convenience from the up day mail?—That would depend entirely upon the hours at which the two mails started; if the night mail starts at a late hour, and the day mail at a very early hour the next morning, as is the case with certain towns, the convenience of the up-mail is trifling.

337. Have the towns to which you propose to send day mails expressed any desire, or would the public derive much convenience from the up day mails?—The convenience derived from the up day mails, as they are now arranged, is, as regards most towns, exceedingly small; and a reference to the evidence which I have already given will show that I propose to alter the hours of despatching those mails with a view to increasing the convenience.

338. Would the towns in the country obtain much convenience from the up day mails, supposing they started at the hours you propose?—If they started as late as I propose, I think the convenience would be considerable.

339. You speak of that with reference to the economical arrangements you would enable the Post-office to make with the railway trains?—Undoubtedly.

340. What are the advantages which you think the Post-office revenue or the public would derive from having the delivery of the day mails so late as five o'clock in London, beyond the economical arrangement with the railway trains?—I am not aware that the Post-office would derive any advantage from the change, further than that it would bring them a considerable accession of letters; the convenience to the public would be this, that at certain distances from London, take for instance Birmingham, the day mail instead of starting at so early an hour that few letters are likely to arise between that hour and the

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departure of the previous night mail, would, by starting some hours later, give to the inhabitants an opportunity of writing by such mail.

341. Would not that advantage be annihilated in some measure by all those day-mail letters arriving in London at a period after the business hours in the City had ceased?—The advantage would certainly be less than it would be if the letters could both be posted later at the provincial towns and delivered early in London; but the Honourable Member will see that that is impossible, unless the trains can be accelerated on the line. It appears to me to be no advantage to Birmingham that the mails are delivered in London the same afternoon, seeing that the mail leaves Birmingham so early that scarcely any letters are likely to be written.

342. Still under no circumstances can we annihilate time and space, and therefore does not it become a question, which is most to be considered, the convenience of Birmingham posting its business letters or of the people in London receiving their business letters?—Reference to my preceding evidence will show that I state that under peculiar circumstances, where a letter was expected, it would be possible to reply by the return of the night mail, but this could only be done where notice was given beforehand; with regard to the letters in general brought by those mails, though they would be delivered late in town, they still would be delivered the same night; there would be nothing to prevent that, and with regard to letters going through to other places, of course the shorter the interval between the arrival of one mail in London and the despatch of the onward mail the better.

343. Mr. *Trotter*.] Must not any arrangement of this kind depend mainly on the railways themselves?—I do not see any necessity for the Post-office arrangements being made to depend upon those of the railway companies. Most assuredly, as a question of economy—but the convenience, I understood, was to be considered separately from the economical advantages,—as a question of economy it is desirable that the Post-office should send its mails as far as practicable at those times which the companies select for despatching their trains. A reference to my former evidence will show that it is in this way I expect to gain an economical advantage from bringing the day mails into London at a later hour; there were trains actually running at the hour which I proposed; and which would carry the mails for a trifling charge.

344. Mr. *Cripps*.] I can understand your proposal if you limit it to what are called forward letters, but I do not see how any of your answers show any advantage as between the large country towns and London; it appears to me that your late day mail would in fact only become an early night mail for the purposes of London letters?—I think the advantage will best appear by taking an individual town; reference has already been made to Birmingham. In all questions of this kind, what we have to consider is the hour at which the letter-box closes; the letter-box for the day mail at Birmingham closes at seven o'clock in the morning; the letter-box for the night, I think, closes as late as 10 at night. Now the number of letters likely to be written and posted between 10 o'clock at night and seven o'clock in the morning is manifestly exceedingly small; and it appears to me that to the inhabitants of Birmingham it is a matter of perfect indifference at what hour those few letters would be delivered in London. I propose to fix the departure of the day mail from Birmingham so late as to admit of letters being posted, say till 11 o'clock; under that arrangement I think that a considerable number of letters would be sent from Birmingham by the day mails, and though this great number of letters would not be delivered in London at so convenient an hour as the small number previously, it appears to me that the balance of advantage would, on the whole, be very greatly in favour of the later hour of departure; and I must add, that we are now considering the question with reference simply to the letters delivered in London. I have already stated the most important point in reference to the day mails, to be the transit of what are called the forward letters through London, and if we can benefit those without injury to the others, an advantage is obviously obtained.

345. Mr. *Trotter*.] At what hour would the mail then arrive in London, allowing letters to be posted up to 11?—About five o'clock.

346. Would there not be an inconvenience for all bills coming up?—This is a question which would be best answered, I submit, by mercantile gentlemen in

in the City. I have had a good deal of conversation with such gentlemen, and I have found a great difference of opinion; some have expressed an opinion to the effect that their convenience would be consulted by the delivery taking place after the hours of business; some have a great dislike to what is called the mid-day delivery, inasmuch as by bringing letters to their counting houses in the after part of the day, it prevents that immediate attention to them which their correspondents nevertheless frequently expect.

347. Mr. *Ricardo.*] Do not you propose also to have a day mail from London?—Every mail travels in both directions.

348. Therefore if a letter is sent by the day mail which you propose from Birmingham, it may be answered by the day mail from Birmingham the following day, which it would be impossible to do if it were only sent by the night mail?—If too late to be answered by the night mail, it might be answered by the day mail.

349. *Chairman.*] Are you aware at what time in the morning it would be possible for a person to receive a letter out of the Birmingham Post-office?—I believe that there has recently been a great improvement in the delivery of letters in Birmingham. I cannot speak decidedly as to the extent of that improvement, but I feel very certain that it is utterly impossible to answer a letter (despatched from London by the night mail) by the day mail the next morning; till within a very few months of the present time, I know from personal inquiry that the letters were not delivered in many parts of Birmingham till after 11 o'clock.

350. Have you made any inquiries as to the proportion of forward letters and of London letters that come by the Birmingham day mail from Birmingham?—I believe that I have made inquiry, but I have not the facts in my recollection.

351. Would not the advantage which you anticipate from the postponement of the hour of departure from Birmingham depend upon the proportion of the London to that of the forward correspondence?—Not entirely, I think; if I am correct in believing that many mercantile men object to a mid-day delivery in London, then the change which I suggest would, as it appears to me, be quite independent of that consideration.

352. Did you understand from them that they would prefer a second delivery of General-post letters at six in the evening?—Yes.

353. At the time they are despatching their other correspondence by the night mail?—After the business of the day was over.

354. After they had written all their letters for the evening?—Yes.

355. That would be between six and seven o'clock?—Probably between six and seven o'clock.

355*. Do you understand that they would prefer receiving their letters at that hour to receiving them at three o'clock, as now delivered?—I have been assured by many parties that such is the case.

356. Did you ask them whether they would prefer receiving them at six or seven o'clock, or that they should not be delivered to them till the next morning?—Whether they were delivered at a late hour in the evening or the next morning, would be a matter of almost indifference to them, I presume, if the delivery in the evening were after business hours.

357. Then what inducement would there be for persons at Birmingham to send any letters at all to London by such a day mail?—This inducement, that they would, under circumstances previously arranged, be able to obtain a reply by the night mail; and that under any circumstances they might obtain a reply by the day mail of the following morning.

358. Mr. *Denison.*] At what time would you propose that the day mail should leave London?—I have not proposed any change with reference to the departure of the day mails; that particular day mail now leaves the station at a quarter before ten; it leaves the Post-office about a quarter past nine, I think.

359. Mr. *Escott.*] Does not it come to this, that for the purposes of answering those letters, the London merchants must forego all other business?—The impression upon my mind is, that the London merchants do not wish to receive them at all in the day during the business hours; such letters would be acceptable, probably, to private persons; but this question would be more satisfactorily answered by mercantile men.

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360. Mr. *Trotter.*] Supposing bankers received their letters at six or seven, they could never answer them by the next morning's day mail?—Certainly, they could not; but I would beg to suggest to the Committee to order a Return of the number of letters brought from Birmingham by the day mail. The day mail brings a great many letters from Ireland and Scotland, but not from Birmingham.

361. *Chairman.*] In regard to the Irish and Scotch correspondence, do you think it would be any inconvenience to the persons sending them, that they should not receive them till six or seven instead of three?—No; the convenience to the correspondent in Edinburgh would be, that he would be able to write to a much later hour than he now can.

362. Is it your opinion that a second delivery of letters in London by the day mails is of great advantage to the persons in business in London?—My own opinion is, that it is of little consequence to persons in business in London.

363. And that therefore whatever facilities are given, it will not much affect the London correspondence?—No.

364. That the chief convenience is in regard to the forward correspondence?—Yes, and to economy.

365. Will you state whether any difficulty arose in June 1842, with reference to the establishment of a day mail to Newcastle?—A difficulty arose from the great expense which was anticipated. If the Committee desire it, I will endeavour to go into the particulars of that case.

366. Did not difficulties arise from the directors of some of the railway companies objecting to alter the hours of their trains?—That was the difficulty in one stage of the business; the difficulty in the first stage of the business arose from the Post-office overlooking, as I conceive, the best means of regulating the day mail. They laid down a plan, which however they did not recommend should be adopted, on account of its great expense. I very thoroughly examined the subject, and proposed another plan, which was approved in the Treasury, and which was accepted by the Post-office, but which has never been carried into effect, because some difficulties were anticipated in the execution, which I was anxious to remove by inquiry along the line, but which inquiries were prevented taking place by the interference of the Post-office.

367. Mr. *Baring.*] Was that accepted by Lord Lichfield or Lord Lowther?—By Lord Lowther.

368. *Chairman.*] You have stated that the reason the Postmaster objected was that he himself was making similar inquiries through the Post-office?—No, I never stated that.

369. Have the goodness to read your answer to question 274, in page 74. You are asked, "Were you never permitted to make those inquiries?—No. Was any reason given to you?—No other than that the Postmaster objected, that he thought the inquiries should be made through the Post-office?"—That, I submit, does not bear out the statement referred to in the question.

370. You are not aware whether any inquiries were making at the time or not?—The Honourable Chairman was the organ of communication; I never received any communication as to the course to be adopted; the only information I received was that my journey to Newcastle must not take place.

371. Mr. *Baring.*] Did any report of the Post-office of the result of any inquiries, if such were made, ever come to the Treasury while you were there?—Never; the whole business, as I understood, was suspended.

372. Mr. *Tennent.*] Was it not assigned to you, as a reason for not going, that it would be an undue interference with the Post-office authorities, then making inquiries for themselves?—I was informed that the Postmaster-general had raised the objection; that objection was never raised by the Treasury. I had arranged with the Treasury that I should make the inquiries. I had prepared to start, and packed up my papers, and then it was that the permission I had received was withdrawn; that was accompanied with an intimation that the Post-office would make the inquiries if I desired it; but I must add that, judging from past experience, I could not rely on the inquiries being made efficiently by the Post-office.

373. Mr. *Denison.*] Was the communication with you verbal with the Treasury, or written?—It was a verbal communication.

374. In that communication it was stated that the inquiries would be prosecuted

secuted by the Post-office?—I think the communication was, that the inquiries could be prosecuted by the Post-office.

375. Mr. *Tennent.*] Had not the Post-office previously made inquiries upon the same subject?—The Post-office had made inquiries upon the same subject, the results of which were communicated, and were then under consideration. The inquiries of the Post-office had not led to any successful termination.

376. Mr. *Baring.*] Had the inquiries of the Post-office been laid before the Treasury when the Treasury gave you permission to make inquiries yourself?—Yes; it was on a consideration of the results of the Post-office inquiries that I applied to the Treasury for authority to go over the ground myself. The Post-office report was in effect, that they had made such and such inquiries of the companies, who refused to make any change in their arrangements, and they therefore recommended that notice should be given to the companies in the usual manner to carry the mail. The result of such notice, had it been given, would, in my opinion, have been this, that the companies would have demanded to be paid for special trains; my object throughout was to use the existing trains; and if I had been permitted to prosecute those inquiries, I believe I should have effected that object.

377. Had Mr. Hodgson Hinde made any inquiry upon that subject himself?—Mr. Hodgson Hinde had previously made some inquiries of the companies, and had made some arrangements for my seeing parties in the north connected with the conveyance of the mails; but when the permission to take the journey was withdrawn, I was obliged to write to Mr. Hodgson Hinde to tell him that I was unable to keep my appointment.

378. Mr. *Cripps.*] Do you know whether the Post-office had been made aware of your going?—As stated in my evidence, I applied myself to the Post-office for authority to inspect certain of the provincial offices on the line, and it was in that way that they became acquainted with the fact of my intended journey.

379. *Chairman.*] Was it to that latter part of your intention that they objected?—The objection, as communicated by the Chairman, was to the whole proceeding.

380. Mr. *Escott.*] You say that one of the objects of this day mail was economy; have you made any calculation of the cost of the day mail?—Yes, I made the best calculation in my power; the result at which I arrived was, I think, this, that the line, if established in the manner first suggested by the Post-office, would cost about 15,000 *l.* a year, but if established in the manner recommended by myself, it would have cost probably about 7,000 *l.* a year.

381. Do you know how much the railway companies demanded for carrying the mail?—I do not bear the fact in my recollection, but I had all the papers in my possession at the time.

382. You do not recollect what proportion of the expense you calculated was demanded by the railroad companies?—The greater portion of the expense would have been incurred in payments to the railroad companies.

383. Not the whole?—No; the railroad does not reach to Newcastle; Darlington is the termination of the railway.

384. Can you tell whether the sum demanded by the railway company was not the whole amount you had calculated upon as the increased expense?—The sum demanded by the railway companies, I imagine exceeded the expense which I calculated as necessary for the whole line. I can explain the nature of the difficulty which arose, if honourable Members wish to pursue the subject.

385. Mr. *Cripps.*] Did not the difficulty arise in the Midland Counties Railway refusing to alter their time?—That was the source of the chief difficulty. The day mail which now runs from London to Birmingham, starts from Euston-square at a quarter before 10; there is another train which starts from Euston-square a little earlier; I think at a quarter past nine, and which turns off at Rugby and passes through Derby and northward. This latter train belongs chiefly to the Midland Counties Company. They said, in reply to the inquiries of the Post-office, "We will carry your mails, provided you will let us have them at the hour at which we now start." The Post-office found, however, that the mail could not be got ready at so early an hour, and they wished the company to start later. This the company refused to do. The object I had in view was this; I found on examination of the way bills, that the Birmingham day mail train, starting at a later hour, owing to its superior speed, arrived at Rugby within a very few minutes of the time at which

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the previous train left Rugby, and it appeared to me that it would be possible, by a slight acceleration of the existing mail train to Birmingham, to come up to Rugby early enough to transfer the bags from the one train to the other. That was the object I wished to accomplish. This was the main point, but not the only one.

386. Mr. *Tennent.*] Was there anything in your peculiar position that led you to hope you could overcome that difficulty by inquiry, and that it could not be similarly overcome by the surveyor for the Post-office?—There was this peculiarity in my position, that the plan to be worked out was my own, not one devised by the Post-office; and, judging from my experience, I should say that a person always exerts himself more when he is working out his own plan, than when he is working out the plan of another. I would add, without going into particulars, that I have found by experience that I could not altogether rely upon information obtained through so indirect a channel.

387. Mr. *Escott.*] Would not the objection to the proceedings of the Post-office, in respect of this measure, apply to everything connected with the execution of your plans?—I think it would apply to everything connected with the execution of my plans, if I had been debarred the opportunity of inquiring for myself; but that opportunity was secured to me by the minute of my appointment, and I should have acted most unwisely, in my opinion, if I had accepted the appointment under any other terms.

388. Will it not also apply to all the proceedings of the Post-office since the adoption of the penny postage, unless you were Postmaster-general?—I do not consider that the only chance of working out the remaining part of my plan would be that I should be appointed Postmaster-general.

389. Your statement is a general one; you say you infer from the fact that persons do not act zealously in carrying into effect plans which are not their own; that the Post-office would not act zealously in carrying into effect this part of your plan. Does not that objection apply to every proceeding of the Post-office in the carrying out of the plan of penny postage, unless you were Postmaster-general?—No, I do not think that it applies; it was no part of the intention of the Post-office that the Postmaster-general should himself go along the line and make the inquiry.

390. Does not that apply to every proceeding of the Post-office of which you have not the control?—I think it does apply to every proceeding of the Post-office in connexion with my plan, in which I am not a party.

391. And of which you have not the control?—No, I do not say of which I have not the control.

392. Mr. *Bramston.*] Your plan with regard to the day mail had received, as you say, the sanction of the Treasury and the Post-office; was that the Post-office under Lord Lowther, or the Post-office under Lord Lichfield?—It was the Post-office under Lord Lowther.

393. Mr. *Tennent.*] It would appear from your letter of the 20th of June, that in the interview with Sir George Clerk, you were informed that the Postmaster-general had objected to your making the proposed inquiries on the subject of the day mails to Newcastle, not on the ground of any objection to the plan itself, but on the ground that such a proceeding on your part would be an undue interference with the functions of the Post-office. Are the Committee to understand that the alleged objection was, that the inquiry would be more fitly made by the Post-office authorities than by you?—I presume it was; but I was not in immediate communication with Lord Lowther upon the subject.

394. That there was no objection to make the inquiry, and that it should be made in that manner?—No. It was intimated to me at the time that inquiries would be made by the Post-office, if I desired it.

395. Then the only difference was the inquiries being made by one or the other?—That was the question, whether the inquiries should be made by myself under the sanction of the Treasury, or whether the investigation should be delegated to somebody else.

396. Mr. *Escott.*] Is not the statement included in paragraph 15 of your petition, merely a repetition of the charge in paragraph 13, namely, that since the month of August 1841, scarcely any progress has been made towards the completion of your plan?—It does not appear to me to be a mere repetition.

397. Have

397. Have the goodness to show the distinction between the two paragraphs?—The latter paragraph states more explicitly than the former, that parts of my plan have for their object to promote economy, and the public convenience.

398. Has not the whole plan that for its object, and nothing else?—The whole plan, unquestionably, has that for its object, but that is not stated, I think, in the 13th paragraph.

399. With your opinion of the dislike of the Post-office to carry into effect your scheme, how could you propose to co-operate with them in so doing?—May I inquire to what period the question has reference?

400. To the statement, "that at the expiration of the third year of your petitioner's engagement, viz. on the 14th September last, when many specific improvements recommended by your petitioner, some involving large savings of public money, were actually in progress, the Lords of the Treasury terminated your petitioner's engagement, thus depriving him of every chance of completing his appointed task?"—It does not appear to me that the dislike of the Post-office to my plan prevented my proposing to assist in working out the measure, and to endeavour, as far as I could, to remove that dislike, or to prevent its retarding the progress of the measure; it appears to me to furnish an additional reason for my desiring not to leave the measure entirely in the hands of the Post-office.

401. You thought by your arguments with them you could conquer their dislike to it?—I believe I had some remote expectation of the kind at one period, but all hope of the kind gradually died away.

402. When that hope had died away, how could you expect that any beneficial results would follow from your being employed by an authority which disliked your plan?—Understanding the question now to have reference to the supreme authority in the Post-office, the Postmaster-general, I beg to reply that I have not charged the Postmaster-general with any dislike to my plan.

403. But you have charged the Post-office generally with dislike of your plan?—I have.

404. Does not the Postmaster-general control the Post-office?—The Committee, I am sure, will be aware, that every large department is to a very great extent beyond the control of any individual, especially as regards matters of detail. Lord Lowther himself has stated, that the Post-office is too strong for a Commission of Inquiry, and if so, it is not impossible that the permanent officers of the Post-office may be too strong on matters of detail for the Postmaster-general.

405. You do not complain of the Postmaster-general, but you complain of persons whom he cannot control?—I have not complained of the Postmaster-general.

406. Do you complain of the Postmaster-general now, or of persons whom you suppose he cannot control?—I complain of the Post-office as an institution, as a whole.

The Witness was directed to withdraw.

The Witness was again called in.

407. You state, "that for increased speed in the delivery or greater facility for the despatch of letters, little or nothing has been done." Have there not been a great number of additional deliveries established within the last 12 months in different parts of the kingdom?—There is one in the suburbs of London.

408. You have stated that in Manchester there was but one?—No; I am not aware of having made such a statement.

409. How many are there in Manchester?—It is difficult to say; the Post-office instructions say there are three, but the inhabitants say there are only two.

410. Is it not true that in most of the large towns the deliveries have been very much increased within the last twelve months?—No; I do not think there has been an increase in any of the large towns.

411. Do you know what additional number of deliveries have been made in Bristol since 1841?—No.

412. If it should turn out that the deliveries have been doubled there, how would

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would that be consistent with the statement in your petition?—That must depend on what the previous number of deliveries was; if there was only one before, that number might be doubled, and still a very small addition be made to the previous number.

413. The number of deliveries is doubled, and much greater facility is given for the delivery and obtaining?—I gather from the Honourable Member's question that the number of deliveries has been doubled in Bristol; I was not aware of that being the fact, but assuming it to be the fact, it appears to be a very small addition to the number of deliveries in the whole kingdom; of course I am not speaking in this petition of Bristol, but of the whole kingdom, when I say little or nothing has been done.

414. I am testing that general statement of yours by facts within my own knowledge; are you aware that in Bristol there are now three deliveries, where there used to be but one?—I am not.

415. Are you aware that in Bath there are now four deliveries, where there used to be but one?—I am not aware of the number of deliveries in those towns.

416. Then, without a knowledge of the number of deliveries in those large places, how are you justified in the assertion that little or nothing has been done?—I made it from a general knowledge of the subject, which I believe to be correct; it is not in evidence, I submit, that the number of deliveries has been increased from one to four.

417. Take the case of Exeter; can you state what has been done there for increased delivery?—No, I cannot speak to such a point without previous notice; if I had had previous notice I might have ascertained the facts.

418. You are not aware how many deliveries are now made in Exeter?—I would beg to suggest, with the permission of the Committee, that the better course would be, to direct the Post-office to give a return of the number of towns in which the number of deliveries has been increased, and the date of the augmentation. The Committee will do me the favour to bear in mind, that in a previous part of my evidence I stated, that where day mails had been established, no doubt additional deliveries had accompained the establishment. The towns mentioned by the Honourable Gentleman, namely, Bath, Bristol, and probably Exeter, come within that description; a day mail has been established to Bath and Bristol; whether to Exeter or not, I cannot say.

419. Do not those day mails give greater facilities for the receipt and despatch of letters?—Certainly; but everything depends upon the period with regard to which I am speaking. I am speaking of the improvements made while I was at the Treasury, since the adoption of my plan; many of the day mails were established before my plan was adopted; the day mail to Bristol and Bath was established since my plan was adopted, and so far they constitute an exception.

420–21. *Chairman.*] Will any paper to which you have access show what measures for increasing the speed and delivery might be carried into effect, in your opinion?—The papers already before the Committee show my views with reference to the London district. One of the papers moved for will also show the manner in which I was of opinion that the additional delivery in the suburbs of London should be given. I am not aware that the papers contain any other information upon the subject.

422. Will you state what are the measures recently adopted by the Post-office, to which you refer in paragraph 22?—If the Committee will have the goodness to refer to pages 87 and 88 of the evidence already given, they will see several measures enumerated which are included under this allegation; one has reference to the improvement of the London District-posts; another has reference to the appointment of a guard on the Glasgow and Ayr Railway.

423. With regard to India letters, an objection was taken by the East India Company to forwarding letters from Bombay unless payment was made at Bombay?—I am aware of that.

424. That was notified to the Post-office by the East India Company?—Unquestionably.

425. The Post-office gave notice to the public of such detention on the part of the East India Company?—Yes.

426. Did they do anything more than that?—Yes; they advised that every one

one wishing to write to places beyond Bombay should appoint an agent for the payment of the transit postage.

427. The Post-office advised that?—Yes.

428. Where does such advice appear?—In the notice given by the Post-office on the occasion, an extract from which I have: "Letters from China, the Australian settlements, New Zealand, the Mauritius, and other places beyond the territories of the East India Company, intended to be sent by the overland mail to India, must be addressed to the care of correspondents in that country, as it is understood that under recent regulations they will otherwise be detained at Bombay for the payment of the transit and ship-letter postage due to the India Post-office for their conveyance to their destinations."

429. Does that contain anything more than an announcement to the public that the East India Company had made such a regulation?—Yes; it contains a recommendation to the public to address their letters to the care of correspondents in India.

430. Mr. *Hawes.*] It says they must be so addressed to secure the transit postage to be paid?—Yes.

431. *Chairman.*] Why must they be so addressed?—The notice gives a reason—not in my opinion a sufficient reason.

432. Mr. *Tennent.*] The tenor of your former answer would import that that was a suggestion emanating from the Post-office; are you aware that that was a recommendation made to the public by the Post-office, in pursuance of direct instructions from the Directors of the East India Company?—I was not aware till this moment that the Directors of the East India Company had power to issue instructions to the Postmaster-general.

433. The Post-office in India is distinct altogether from the Post-office of the United Kingdom?—I am aware of that fact.

434. On the arrival of letters at Bombay to be forwarded to the settlements, over which the East India Company have no control, those letters are to be transmitted in independent ships, on which the postage must be paid?—I believe such to be the case.

435. The East India Post-office, then, had no further concern in the matter, and it declined sending them forward, and sent an intimation that it was necessary that an agent should be appointed at Bombay to receive letters to be forwarded, for that the East India Post-office could not charge itself with that expense?—Very likely.

436. If, therefore, an individual wished to communicate beyond India, and wished his letter to be forwarded, it must be sent through some person who would pay the expense?—That was the instruction given by the Post-office.

437. Are you aware of any instruction given by the East India Directors to the Post-office, that if parties wished their letters to be forwarded, they must find an agent there to do it?—I have, of course, no means of knowing the correspondence between the Post-office and the East India Company—the papers to be laid before the Committee will comprehend that correspondence. Perhaps it would be convenient to postpone further examination upon the subject till those papers are before the Committee. But assuming that the facts are as I gather from the questions of the Honourable Gentleman, I do not see how those facts can place the Post-office under the necessity of calling upon the British public to do that which is quite impracticable.

438. Before the papers are laid before the Committee, do you wish at all to modify your previous answer, in which you distinctly describe this as emanating from the Post-office, though it appears to have emanated from the East India Company?—It appears to me that whether the suggestion, or recommendation, or whatever it is to be called, that the public should address their letters to agents in the East Indies, emanated in the first instance from the East India Company or the Post-office, is immaterial; the Post-office gave the notice, and the Post-office is responsible for giving such notice. The proper course to be adopted would have been that which I have myself stated in evidence, namely, for the Post-office to have appointed an agent, and then have given notice to their deputies throughout the country that they must inform the public that parties sending letters would have such letters forwarded if they paid an additional 3 *d.*, but that if they did not pay that additional 3 *d.*, owing to arrangements made by the East India Company, the letters would remain at Bombay.

 439. *Chairman.*]

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439. *Chairman.*] What course has been taken?—The course which appears to have been taken is this, that the Post-office issued the notice I have read in the course of the last April, and that it was withdrawn almost immediately after, in consequence, as it appears to me, of the ridicule which the proceeding brought upon the Post-office.

440. Mr. *Tennent.*] You have ascribed the withdrawal to the ridicule which the proceeding brought upon the Post office; are you aware that so far from that being the case, it was withdrawn in consequence of the East India Company having surrendered temporarily so much revenue, in consequence of finding it would be productive of inconvenience to the public, and that that sacrifice is still going on, pending negotiations with the Post-office for a permanent arrangement upon the subject?—Of course, until the papers are before the Committee I have no means of judging.

441. But in the meantime you ascribe inferentially the motive of ridicule?—In the meantime, in answer to the question put by the Honourable Gentleman, that I would explain the motives, I explain them in the best way I can.

442. It would appear, from the tenor of your examination, that you are not aware of the circumstances under which this commenced, or under which it exists at the present moment?—I am aware of the circumstances which are before the public, nothing more; no circumstances, in my opinion, can justify such a proceeding.

443. Those letters were in the course of transit to British possessions across a territory over the post of which they had no control?—Yes; though their territory.

444–5. The intermediate Post-office gave an intimation that they would neither take the trouble of forwarding the letter, or incur the postage, and that therefore parties should be prepared to do both; what blame can you ascribe to the Post-office in respect of that portion of the proceeding?—I ascribe no blame to the Post-office in that respect—they were not parties.

446. They went no further than to intimate to the public the inconvenience which would arise unless they were prepared to obviate it by having private friends in India to forward their letters?—There it was, in my opinion, that the Post-office took a blameable course; they should immediately have appointed such an agent for the despatch of all letters as they recommended each person writing to places beyond the East Indies to do, for the despatch of his particular letter.

447. You conceive that is the only course that was practicable?—No, I do not state that I conceive that to be the only course that was practicable; I consider it a practicable course, and therefore better than the one notified to the public, which I consider altogether impracticable.

448. Do you consider that course preferable to that which the Post-office have taken, of opening a friendly communication with the East India Company for the adjustment of this business, and which is now in progress?—I conceive that they should have opened a friendly negotiation with the East India Company, and in the meantime adopted an arrangement which would have secured the public against inconvenience.

449. You are aware that the mail starts only once a month for India?—Yes.

450. Are you aware of any practical inconvenience which has arisen under these circumstances?—I cannot tell whether a mail was despatched between the issuing of the notice and its withdrawal or not.

451. Are you aware that the alteration took place before the mail could be despatched?—I am not aware of the circumstances, nor do they appear to me to be at all material. If the Post-office foresaw that the letters would not be detained, then their issuing the notice was perfectly useless; if they, on the contrary, supposed that they would be detained, then I conceive that they were wrong in recommending a course which was impracticable, instead of devising one which was perfectly practicable.

452. Mr. *Baring.*] Perhaps you may have seen that the Chancellor of the Exchequer stated in the House of Commons, that on its coming to his notice, he communicated with the East India Company, and the East India Company made an arrangement more convenient to the public. Do you not suppose it was the duty of the Post-office, when this communication came to them from the East India Company, seeing the inconvenience it must occasion to the public, either

either to communicate to the Treasury or to the East India Company before they issued that notice to the public?—Unquestionably, I think that was their duty.

453. Is it not clear, from the examination you have received, that if the Post-office had made that communication to the Treasury, or the East India Company, there would have been no necessity for issuing that notice, which was so inconvenient to the public?—That does not appear to me to follow. If a communication had been made to the Treasury, the Treasury might not, and I presume from what has subsequently taken place, would not, have seen that any other course was preferable.

454. The communication was direct from the East India Company to the Post-office, and not through the Treasury?—It appears to me from the questions which have been put to-day, that that was the case.

455. Mr. *Hawes*.] In the course of the examination the Committee have been told that a friendly negotiation was commenced after the first order was issued, and when this great inconvenience was discontinued, with a view to remedy the inconvenience between the Post-office and the East India Company?—So I gather.

456. Can you assign any reason why that friendly negotiation was not commenced before the order was issued?—I am, of course, totally at a loss to assign any such reason; that appears to me to be the time at which the negotiation ought to have taken place.

457. *Chairman*.] Are there any other measures which have been recently adopted by the Post-office which you think are inexpedient, which do not appear in the list detailed in your paper, in page 90, with regard to the savings?—Yes; there are many.

458. Are the papers referring to the subject included in the list which you wish to be referred to the Committee?—The papers connected with certain of them are.

459. Mr. *Cripps*.] In the year 1839, the net Post-office revenue was 1,620,000*l*. In the gross estimate of that, the expense of the packet establishment now charged to the Post-office account by the paper, No. 201, is 612,800*l*.?—Yes.

460. If you add that expense, and deduct it from the net revenue of 1839, you would only have a net revenue of 1,008,000*l*., instead of 1,620,000*l*., as it appears from the Finance Account of 1839?—That would be the result.

461. You say the net revenue from the Post-office in 1840 was 600,000*l*.?—Yes.

462. Therefore you would say that the loss incurred by the Post-office revenue to the country now is only 400,000*l*.?—No; neither statement includes the packets; the packets are not charged in the account which gives the 1,600,000*l*. in 1839, nor in the account which gives the 600,000*l*. in 1842.

463. At what do you estimate the present net revenue of the Post-office?—About 600,000*l*.

464. What ought, in fairness, to be deducted from that for the expenses of the packet transit?—I do not think that anything ought to be deducted.

465. Do not you think that the packet establishment ought fairly to be charged to the Post-office?—No; my view of the matter is this, that if we attempt to adjust the account at all, we must adjust it throughout. The accounts returned in the usual form, 600,000*l*. for the net revenue; I have no objection to adjust the account, if it is carried throughout. I object to adjusting it on one side, and leaving the other unadjusted. I have no objection to admit a part of the cost of the packets, but if this is done, the Post-office must receive credit for the carrying the newspapers.

466. Do you still think that the increase of postage, if continued at the penny rate, will eventually raise 1,300,000*l*. if your plan is fully worked out?—Yes, I do—with a revived trade. Hitherto the plan has been tried under very unfavourable circumstances, as respects the general prosperity of the country.

467. *Chairman*.] In the statement of the revenue of 1839, to which reference has been made, amounting to 1,600,000*l*., no account was taken of the estimate of postage on franks?—Certainly not.

468. It appears, from the Appendix to the Report of the Select Committee on Postage, that the total amount of such franks in the year 1837 would have exceeded

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exceeded 1,000,000. Do you admit the accuracy of that statement?—I do not at all dispute it; I have no means of verifying it.

469. Therefore, of course, in making your comparison between the net receipts of the Post-office prior to 1840 and subsequently to that date, an allowance must be made for the number of franked letters, which formerly passed for Parliamentary and official correspondence?—I do not see that that necessarily follows.

470. If the penny postage had been adopted without the abolition of franking, a great number of letters which are now chargeable from Members of Parliament would have passed free?—Unquestionably.

471. Does it not therefore follow, that in instituting any comparison between the net revenue of the Post-office now and then, an allowance should be made for all such letters?—That depends, I conceive, on the object in view. If the object be to ascertain what would have been the state of things if franking had continued, then, of course, such an adjustment of the account must take place.

472. Was the abolition of franking an essential part of your plan?—No.

473. Therefore if your plan had been carried into effect without the abolition of franking, the net revenue of the Post-office would have been something less than it is at present?—The net revenue of the Post-office would have been very little less than it now is.

474. The question supposes the privilege of franking by Members of Parliament and certain official departments to have continued?—The net revenue would have been less by the amount which those letters now contribute to the revenue, and no more.

475. Viscount *Ebrington*.] Do you conceive that the same number of letters would have been sent by post at the former rates by Members of Parliament and others, if they had not been franked?—Certainly not.

476. Therefore the additional letters, to the amount of 1,000,000, cannot be fairly taken into the account?—Certainly not; it appears to me it would be very unfair indeed to take that into account as a part of the previous postage. The whole question is included in that division of my previous evidence, in which I have treated of Government postage. The number of Parliamentary franks was about 5,000,000 per annum; taking them at a penny farthing each, this would make 25,000 *l.*; but it would be wrong, I submit, to assume that those 5,000,000 of letters are now sent or received by Members; I think the experience of every Member of Parliament must satisfy him that the number of letters he addresses is now much smaller than it was in the time of franking.

477. Mr. *Escott*.] At one time you contemplated a twopenny postage, did you not?—No, I never contemplated a twopenny postage. I have stated in my evidence, that all I insisted upon as an essential part of the plan was, that the postage should be low and uniform. Had the Government adopted a twopenny postage, I should have considered it within the scope of my plan. So far I contemplated a twopenny postage.

478. Had you ever made any calculation what the net revenue might be under a twopenny postage?—Not previous to the adoption of penny postage; subsequently I have.

479. What was the result of your calculation upon that point?—The result of the calculation which I made about two years ago, was, that the adoption of a twopenny rate for all letters beyond a certain distance, I think 15 miles, would add immediately about 300,000 *l.* a year to the net revenue. I of course contemplated that that would check the increase of letters, and by so doing retard the growth of the revenue.

480. Mr. *Wallace*.] Are you aware of a calculation having been submitted to the Committee on Postage in 1838, showing the effect of a twopenny rate for distances of 15, and for distances of 20 miles, what the difference would be for those two distances?—I think such a calculation appears in the Third Report of the Committee.

481. Mr. *Escott*.] Your calculation of the probable effect of the twopenny rate postage was, that the net revenue would not have diminished at all?—No, I never arrived at such a result as that.

482. You were understood to say, you thought the net revenue derived from a twopenny rate would have been 300,000 *l.* more than that derived from a penny

a penny rate?—Than that which has been derived; I am speaking of a period since the facts were ascertained.

483. I am not to understand you to mean that the revenue derivable from the twopenny rate would, according to your calculation, have been 300,000*l.* more than that derived from the penny rate?—The result at which I arrived was this, that there being at the time a certain amount of net revenue obtained at a penny rate, say 500,000*l.* a year, if the rate were advanced to twopence for the distance of 15 miles, we should then get 800,000*l.* a year.

484. You calculated that if the whole of your plan had been carried into effect the revenue derived from that would have been 1,300,000*l.*; do you think if it had been carried into effect by a twopenny instead of a penny rate the revenue would have been 1,600,000*l.*, that is, 300,000*l.* more?—No, certainly not.

485. How much more do you think it would have been?—That is a point I am not prepared to speak to.

486. Mr. *Cripps.*] Supposing the net revenue in 1839 was 1,659,000*l.*, that in 1843 it was 600,000*l.*, supposing the whole expense of the packet establishment was charged to each of those years, the result would be that the net revenue in 1839 would be little more than 1,000,000*l.*, and that the deficit in 1843 would be about 12,000*l.* a year; is not that the fact?—In answering the question, it will be necessary that I should call the attention of the Honourable Member to the fact that the expenditure upon the packets is much greater now than it was in 1839; if the present expenditure of the packets were charged in both years, that would be the result.

487. Can you state what is the difference of expense of the packets in 1839 and in 1843?—The facts are not before the public, but one contract, the West India contract, for which 240,000*l.* is paid, has taken effect since that time.

488. *Chairman.*] With reference to the details of the measure by which you propose to effect large annual savings, the first of which is the simplification of the money-order system, have you any detailed system by which that saving of 7,000*l.* is to be effected?—One of the papers which the Committee has directed to be prepared contains a statement in detail of the improvements which I recommend should be adopted in the money-order system, but it does not, I think, contain any estimate of the saving which would result from those improvements.

489. Can you refer the Committee to the paper to which you advert?—It is called in the list a Draft Minute upon the Money-order System; the date of it was in the spring of 1842.

490. Can you state when you submitted it to the Chancellor of the Exchequer?—It is dated April 23d, 1842. This is the rough draft of it (*producing it*). It is upon a letter from the Postmaster-general, of the 29th of March 1842, applying for an addition to the Money-order Office.

491. Are you aware what steps were taken upon that?—Yes; the Chancellor of the Exchequer, I presume, did not approve of the very extensive changes which I recommended. I arrive at that conclusion from the fact, that he adopted the first part of the Minute, which had reference to the measures intended to meet the immediate pressure upon the office, and rejected the latter part.

492. Did that Minute contain a statement of the mode in which you intended to simplify the present system?—It did.

493. The Committee may infer from your last answer, that that was not referred by the Chancellor of the Exchequer to the Postmaster-general?—Not officially, certainly; whether unofficially, or not, of course I cannot tell.

494. It does not appear from that draft Minute how the exact saving of 7,000*l.* was to arise?—It appears from the draft Minute how a saving would arise, but there is no attempt in the Minute, that I recollect, to estimate the amount of the saving.

495. On what ground did you state in the paper you have lately delivered in that the saving would amount to 7,000*l.*?—That is my present estimate.

496. Can you lay before the Committee the details on which that estimate is formed?—The estimate is necessarily a very rough one. The Committee are well aware that access either to the Post-office or other sources of information has not been open to me since I left the Treasury, therefore I cannot profess to give either a detailed or a very accurate estimate.

497. Will you lay before the Committee such data as you possess, on which you

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you make the total sum of 7,000 *l.*?—The data are these—I consider the money-order system as now costing nearly 30,000 *l.* a year; I have shown, in the paper to which I have referred, that the present system is a very complex one, and I have suggested means by which its complexity would be very greatly reduced. Of the extent of such reduction the Committee will be able to judge when I mention, that under the existing arrangement every money-order payment is entered 10 times in the accounts, and that under the arrangement which I proposed it would be entered five times only. Speaking of the accounts, I include the letters of advice and all other documents. These and some other simplifications which I have recommended, would, in my opinion, lead to a saving of at least one-fourth of the present cost.

498. The question is, whether you can lay before the Committee the details on which you framed that estimate in April last?—I did not make the estimate in April last, but two or three days ago.

499. Are you able to lay before the Committee the information on which you made that estimate?—I have no more information than that which will be before the Committee when the papers are printed to which I have alluded.

500. Mr. *Cripps.*] You have said that prepayment would tend greatly to the simplification of the accounts, but as long as you have the money-order system, must there not necessarily be a complicated account which every postmaster in the country must still keep up?—There would still be a complicated account with reference to the money orders undoubtedly, but the accounts of money orders and postage are totally distinct.

501. You suggest that Post-office orders should be paid at every post-office in the country?—Yes.

502. Do not you think there would be a difficulty in intrusting the persons keeping post-offices in country towns and villages with sufficient funds to pay Post-office orders?—No, not under the arrangement I have suggested; that difficulty is met in the Minute. There is a difficulty now existing, and one which has led to serious losses to the revenue.

503. That is obviated by some suggestions of which the Committee are not yet aware?—Yes.

504. *Chairman.*] The next item of saving is in the Postal Treaty with France. You state that a saving might have been made of 4,000 *l.*; have you anything to add upon that point to the statement in page 88?—I can state to the Committee the calculation on which that saving rests.

505. Was not the effect of charging the postage in bulk known to the Treasury and the Post-office before they entered into the recent treaty?—I presume it was, inasmuch as I made a report to the Treasury myself on the subject.

506. But in negotiating with a foreign power it is necessary to adopt a plan which meets with the joint concurrence of the two contracting parties?—Unquestionably it is; but this condition was, I have reason to believe, proposed by our Post-office.

507. You are not aware whether it was insisted upon by the French negotiator in concluding the existing treaty?—No, I am not. The facts within my knowledge are these, that the French made a proposition which did not include such a provision, and that our Post-office proposed that that provision should be inserted in the treaty.

508. By which party was the negotiation suspended in 1840?—It was suspended, according to my recollection, by the French Government declining to send over a person to treat with the Government of this country.

509. You state that the proposal of taking the letters in bulk was rejected by the Treasury in 1840?—I believe it was in 1840, and after further communication it was also rejected in 1842 by the Treasury. The proposal was made twice: first by Lord Lichfield, on which occasion I pointed out to the late Chancellor of the Exchequer that such an arrangement would act disadvantageously to this country, in consequence of which he rejected it; the negotiation was then broken off; it was subsequently renewed, and the proposal was repeated by Lord Lowther, when I again pointed out to the Treasury, in a written report, the disadvantageous operation of such an arrangement, and it was rejected by the present Chancellor of the Exchequer.

510. That will appear upon the papers to be submitted to the Committee?—

It will. I think it right to add, in justice to the present Postmaster-general, that owing to an omission on the part of the Treasury in the first instance, the fact of the original proposition being rejected, and the reason of its rejection, was not communicated to the Post-office; the fact, I believe, was communicated, but not the reason.

511. Does not the question whether the treaty with France is expedient or not, depend upon the taking it as a whole, and not seeing whether or not, if a different arrangement were made, the public would have gained an advantage?—I have not made such a statement as that.

512. Is it not necessary, in the consideration whether the treaty is a good one or not, to take it as a whole?—Unquestionably, that is the only fair mode to take it as a whole.

513. The advantages which the public may have gained in one part of the treaty may be a compensation for the disadvantage of charging in bulk, and not taking the letters numerically?—I have read the treaty over twice with great care; I cannot say that I understand the whole, but I have not met with any advantage which appears to me to be a compensation.

514. You think it would have been better to have remained upon the terms on which the letters were conveyed previously?—I think it would have been better to have remained for a time upon those terms than to have admitted a provision which acts so very unfairly and so disadvantageously to this country. I cannot suppose that the French Government would insist upon retaining a clause which is so obviously unfair.

515. Do you mean to say that there is a loss to the persons sending letters from this country to France in consequence of the arrangement made, as compared to the arrangement existing two years ago?—No; there is a great saving to the public, considering the public as separate from the Government; the loss is to the revenue; the effect of the treaty is to give to the French Post-office a much larger share of the postage on letters than that obtained by the British Government.

516. Do not the advantages which the public derive fully compensate for any loss which may be supposed to arise upon that ground?—I have already said, that considering the public as separate from the Government, (if it can be so considered), the public will be certain gainers by the new treaty.

517. Would not the reduction in the rate increase the amount of correspondence?—The reduction of the rate will, no doubt, increase the amount of correspondence; but not so the proportion of postage paid as between the two Governments.

518. Would not the effect on the amount of the postage depend upon the average amount of French letters, compared with those made up in England?—No, it does not depend on the difference of weight of the letters made up by the two countries.

519-20. If the letters made up in France were heavier than our own, there would be no loss; the difference arises because France, charging a quarter of an ounce, it is the object of persons to keep within the French weight?—The loss arises from the difference between the two scales; but that difference acts equally on letters written in this country with letters written in France, inasmuch as every letter, wherever it is written, is subjected to both rates.

521. Are the Committee to understand it as your opinion, that unless this stipulation had been altered, it would not have been expedient to have agreed to the terms of the existing treaty with France?—It would require a very careful weighing of the advantages and disadvantages of the treaty to enable me to answer that question decidedly; neither does it appear to me to be necessary that that exact examination should take place. The reduction of the postage will produce a certain amount of advantage, and the fair course would be to divide that advantage as equally as possible between the two countries; as it is, a much larger share is given to France.

522. Are you aware, that in consequence of making that arrangement, England has the privilege of transmitting closed mails through France containing individual correspondence?—No; England had that advantage before that treaty was adopted, in consequence of a previous treaty.

523. Viscount *Ebrington*.] Are you of opinion that wanton and needless sacrifices have been made by the English Government in the provisions of this

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treaty?—No, I cannot charge the Government with wanton sacrifice; I think it is a needless sacrifice.

524. Mr. *Escott.*] Upon the whole, you think it a bad treaty?—I would rather not answer that question, unless the Committee desire it. I have not charged any one with making a bad treaty, but that this provision of it is mistaken.

525. Mr. *Baring.*] So far as you were cognizant of the communications, do you believe you might have got the other part of the treaty, without giving up this particular point?—The foundation of the treaty was laid, not in this country, but in France; France said, "We propose to adopt such and such an arrangement." The condition of which we are now speaking formed no part of that arrangement; it was proposed by our Post-office as a means of saving the time and trouble of taking the letters separately.

526. Comparing the conditions of the treaty as made with those negotiations which took place and the terms proposed by France originally, does it not appear that almost all the sacrifices have been granted on the part of England and not on the part of France?—Entirely so, as it appears to me, with one exception which I bear in mind, that the transit postage is reduced under the new treaty, and that question had not been decided in the negotiations up to to the time of which I am speaking.

527. Mr. *Escott.*] Having had your attention called by the Right honourable Gentleman to these particulars, cannot you state that you think this must be a very bad treaty indeed?—No, I cannot; the question of the Right honourable Gentleman referred not to the whole treaty, but to the inconsistency of a part of the treaty.

528. You do not think it a bad treaty?—Yes, I do, as regards the particular clause under consideration.

529. Mr. *Hawes.*] You think that the advantages of an arrangement between France and England, relative to interchange of letters, might have been secured without the loss involved to the English revenue by the arrangement made?—Certainly I do, inasmuch as France offered those advantages.

530. *Chairman.*] Do you think there is nothing gained in the present treaty, which is a compensation for the loss which you think has arisen from this mode of charging the letters?—It appears to me that that is not a practical question; I think the advantages might have been got without that loss. Whether the advantages are so important as to be equal to the loss, is a question I have not considered, and which I am not prepared to answer.

531. Mr. *Ricardo.*] You conceive that we might have had the same advantages without this disadvantage?—Most unquestionably they were offered to us, unless the French government changed its mind in the progress of the negotiation.

532. Mr. *Escott.*] You conceive the public benefit by that treaty?—Not by that clause, it does not affect the public at all, except disadvantageously, inasmuch as it is their interest to have a good revenue.

533. *Chairman.*] You assume that all the other advantages gained by the treaty might have been obtained without making this sacrifice of the public revenue?—No; I have never assumed, nor do I assume, that that was the case, for I have not the means of judging; I only say that up to the time that I took a part in the arrangements, France had not up to that time proposed such a condition, and that it had offered terms which, with reference to letters, were even more advantageous to the British Government than those which are included in the present treaty.

534. Mr. *Escott.*] Was the treaty with France any portion of your original plan?—No, certainly not; it came under my view when I was at the Treasury; all Post-office measures came to me at first to report on.

535. *Chairman.*] Are you prepared with any detailed statement to show how a saving of 4,000*l.* would have arisen from a different arrangement in charging the French letters?—I can state to the Committee the calculation which gave that result. I find by a Return which is in the Second Report of the Postage Committee, page 271, that in the year 1837 about 70,000 letters per month passed between this country and France. I assume, that owing to the reduction in the rate, that number would advance to at least 100,000, and that France would collect the postage on 50,000; then I further assume, that owing to the objectionable clause in the treaty, we should lose 2*d.* on say 45,000 of the 50,000, and

and gain a penny each on the remaining 5,000: this produces a loss of about 4,200*l.* per annum.

536. Mr. *Baring.*] As soon as the penny postage was carried into operation, communications were made, through Lord Palmerston, to the foreign courts, with a view to entering into negotiations for the reduction of foreign postage?—Yes.

537. And, among others, with the French Government?—Yes; they were entered into with all the civilized powers throughout the world; not only the continental powers, but others.

538. *Chairman.*] You state that a saving of 3,000*l.* a year might be made with regard to the additional delivery in the suburbs of London; have you given in any statement showing how that saving would arise?—There is a Paper the Committee have ordered which will show that the plan I proposed would save an expense of 4,000*l.* less some small additional pay to the letter-carriers, in consequence of their having to make a delivery in the suburbs late in the evening instead of early in the morning.

539. That forms part of a general plan for improving the delivery of letters in the metropolis?—It is the subject of a distinct Report, included in the rest of the papers; a distinct Report on certain measures proposed by the Post-office.

540. Does that contain all the details which it is in your power to submit to the Committee upon the subject?—It contains, I believe, all the details the Committee can require.

541. Did you lay before the Chancellor of the Exchequer any detailed plan upon that particular point?—Yes.

542. That is one of the papers which has been asked for?—Yes.

543. With regard to the establishment of mail guards, in what way do you contemplate a saving of 8,000*l.* a year might be made?—Upon that subject, too, a paper is included in the list—a minute which I prepared in the Treasury, and which was adopted by the Treasury, and forwarded to the Postmaster-general, calling his attention to the subject, and requesting his opinion.

544. Was that with regard to the rate of pay, or the number of guards employed?—To both.

545. Were any objections stated by the Post-office to your plan?—The Post-office had not replied to the minute at the time I left the Treasury; that is one of the measures then in progress.

546. Mr. *Cripps.*] Do you contemplate doing away with mail guards altogether?—Certainly not.

547. The old system of paying them by fees would not apply to the guards travelling by railways?—Certainly not; I have not suggested anything of the kind, nor have I recommended the other course decidedly; the Treasury merely requested the Postmaster-general to consider it.

548. Are not the proportion of guards varying every day as new lines of railway open?—Unquestionably there will be some slight variations.

549. That change would be against your estimate of saving, as there would be more bags taken by the railway?—That opens nearly the whole question; my opinion is, that the adoption of railway conveyance should tend rather to diminish the cost of the guards than to increase it; it enables the Post-office to diminish the number very greatly.

550. *Chairman.*] Do you know whether many additional guards have been recently appointed?—I have no knowledge of what has passed since I left the Treasury; there is a Return upon the subject, it is No. 431 of the Session of 1841.

551. Does the paper to which you refer state the reduction in number which you consider practicable?—No; it is a minute calling the attention of the Post-master-general to the subject, and requesting his opinion as to the practicability of certain economical suggestions.

552. Had any final opinion been given upon that point by the Postmaster-general previous to your leaving the Treasury?—No.

553. Mr. *Baring.*] How long had that been before the Post-office?—I think not many months.

554. Mr. *Escott.*] Do you know whether the number of guards has been increased or diminished since 1841?—I have no means of knowing.

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555. Mr. *Denison.*] The present number of letters given in by the Post-office includes all packages and things of that kind?—Every thing passing through the Post-office, and charged.

556. What was the system in that respect formerly?—There is no difference made in the definition of a letter.

557. Did they carry packages before?—Of course there were very few, on account of the heavy charge; but there was nothing to prevent their being sent.

558. They are now in the habit of carrying an immense number of heavy packages in proportion to what they did formerly?—There is no doubt that the number of packages is considerably increased.

559. Which packages used in a great measure to go formerly by coaches?—Some of them went as coach parcels.

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*Martis*, 18° *die Julii*, 1843.

MEMBERS PRESENT.

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|---|---|
| Mr. F. Baring. | Mr. Wilson Patten. |
| Mr. Bramston. | Mr. Ricardo. |
| Sir George Clerk. | Mr. Tennent. |
| Mr. Cripps. | Mr. Trotter. |
| Mr. Denison. | Mr. Wallace. |
| Mr. Escott. | |

SIR GEORGE CLERK, BART. IN THE CHAIR.

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*Rowland Hill*, Esq. called in; and further Examined.

*Rowland Hill*, Esq.
18 July 1843.

560. Mr. *Ricardo.*] YOU state in your evidence, that when the authority to make certain inquiries with a view to the establishment of a day mail to Newcastle was suspended, you wrote to the Chancellor of the Exchequer urging the importance of the inquiry; was that the first step you took?—No, it was not; I first applied to the Honourable Chairman on the subject. As a good deal was said upon this matter yesterday, I have thought it advisable to refresh my memory by referring to a diary I kept of everything which took place with regard to the Post-office, and I find the following entry—"I earnestly represented to Sir George Clerk that the plan was my own; that my intention was merely to inquire; and that he was well aware that I could not rely on the zeal or accuracy of the Post-office to pursue the necessary investigations." I was then referred to the Chancellor of the Exchequer for a final decision. I applied to the Chancellor of the Exchequer for an interview, but was desired to write; I accordingly addressed to him a letter, which is already in evidence, dated the 20th of June 1842.

561. Did you obtain any answer to that letter to the Chancellor of the Exchequer?—I did not obtain any answer to that letter; but three weeks after its date I received the letter from the Chancellor of the Exchequer, which is also in evidence, dated July the 11th, informing me that it was not intended to continue my services at the Treasury; and this is the only answer which I received, either to the letter respecting the journey to Newcastle, or to the several letters of previous dates, earnestly entreating to be allowed to take some step or other with regard to my plan.

562. Was not the arrangement which you proposed for the Newcastle day mail intended partly as an experiment to ascertain the wishes of the London public as to the hour at which the day mails in general should arrive in town?—It was, as stated already in my evidence, at page 75.

563. Have you any means of checking the statements which were made yesterday as to the increase of deliveries in Bath, Bristol, and Exeter?—The Committee would gather, perhaps, from my manner yesterday, that I very much doubted the accuracy of those statements; I was not, however, able at the moment

moment to refer to any documents with reference to them; since the Committee sat yesterday, I have, as far as I was able, endeavoured to check the statements, and I find on referring to the Report of the Committee which sat in 1838, that though there is nothing stated with regard to the deliveries in Bath, there is some information respecting the deliveries in Exeter and Bristol. As the evidence of yesterday is not yet printed, I am not sure that I recollect the statement accurately, but I believe it was to the effect that the deliveries in Bristol had increased from one to three, and the deliveries in Exeter from one to four, and that this increase had taken place recently. Now I find on referring to page 267 of the Second Report of the Postage Committee in 1838, that in June 1838 there were two deliveries in Bristol; I find also, on referring to the First Report of the same Committee, the following evidence at Question 1877: "Lord *Seymour*.] You mean that there are now several deliveries in the day in country towns?" Mr. George Louis, an officer of the Post-office: "Yes, in many of them; in Exeter, I think, four or five at least; at Manchester, four, probably; Liverpool, four; but I would confine myself rather to the West of England." So that it would appear from the evidence of a gentlemen who had recently been a surveyor in the West of England, that even in the year 1838, long before the period spoken of yesterday, there were at least four deliveries per day in Exeter.

564. Mr. *Escott*.] Of London letters?—I cannot say whether of London letters; all letters entering Exeter would of course be delivered.

565. You do not mean to say there were four deliveries of London letters?—No; I speak of the whole number of deliveries.

566. Mr. *Baring*.] There are not four deliveries of London letters now at Exeter, are there?—Certainly not.

567. Mr. *Escott*.] How many deliveries of London letters are there now?—There will be either one or two, I cannot say which.

568. Mr. *Ricardo*.] The same force delivers the general and the district letters in those towns?—Of course.

569. There is not the same arrangement there as there is in London?—No; that arrangement is peculiar to London.

570. Supposing it should appear that additional deliveries have taken place at a few towns, will that disprove your statement, "that for increased speed in the delivery, or greater facilities for the despatch of letters, little or nothing has been done"?—I submit to the Committee that that would not disprove my statement; there are about 1,000 post towns in the United Kingdom, and if it should appear that the deliveries in some few of those towns have been increased, still, I submit, this statement remains uncontroverted; especially when it is taken into account, that in making that statement, I referred to the towns to which day mails had been recently established; and further, that there is a serious set-off against those increased deliveries, inasmuch as in London, and in many other important towns, the hours for posting letters have been curtailed; and in London, especially, the hours at which letters are delivered are later now than they were previously to the adoption of the penny rate.

571. With regard to the French Post-office Treaty, it would appear, from the questions which were put yesterday, that the disadvantageous clause in the treaty with France, of which you have spoken, is defended on the ground that other stipulations of the treaty counterbalance such disadvantage; when the Post-office proposed to insert the disadvantageous clause, did it at the same time propose such stipulations?—No, it did not.

572. *Chairman*.] When were the negotiations entered into?—I am speaking in answer to the question put to me by the Honourable Member as to when the Post-office proposed the alterations, in 1840, and again in 1842.

573. Mr. *Ricardo*.] Was any reason assigned by the Post-office for proposing so disadvantageous a clause?—The reason assigned by the Post-office in each instance was, that it would save trouble to the department.

574. If then it should appear that the treaty does contain stipulations counterbalancing the disadvantages you have pointed out, does the merit of those stipulations belong to the Post-office?—I submit to the Committee that it does not.

575. *Chairman*.] To whom does the merit belong?—I think I have a right to claim some share of it myself.

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576. Mr. *Ricardo.*] Does your estimate of loss from this mistaken arrangement include transit letters?—No, it does not; whatever they may produce, whatever loss may arise from them, will of course be to be added to the previous estimate.

577. If, as is understood to be the case, similar treaties have been negotiated with other continental powers, how would that circumstance affect the question of the loss?—Of course, if similar arrangements have been made with other powers, it would greatly augment the loss.

578. Does not the extension of similar arrangements make it desirable that our Post-office should alter its scale of weight as regards foreign letters?—It appears to me to involve that necessity. A new feature is introduced into the French treaty, which is this, that the whole postage of the letters, both the French and the English postage, must be paid at the same time. That being the case, even our Post-office must adopt the quarter-ounce scale for weighing letters; and as they are obliged to adopt that scale with reference to the total charge upon letters, there appears to be every reason why it should be adopted as regards each portion of the charge: unless this be done, as the Committee will see, the arrangement becomes exceedingly complex; the total charge will advance thus: up to a quarter of an ounce, one French postage and one English postage; then the next quarter of an ounce adds a French postage only; the next quarter of an ounce adds a French and an English postage, and so on.

579. Mr. *Baring.*] How do you escape the difficulty by that arrangement, unless you make an equal alteration in the colonial postage; for instance, in our letters going to India, would you propose to make an alteration from the half to the quarter of an ounce on our India letters?—I am scarcely prepared to say, but I think the distinction should be this: that either all foreign letters should be reckoned by the quarter of an ounce scale, or perhaps that all letters going out of the kingdom, including colonial as well as foreign letters, should be so charged; but it is evident that if this principle is acceded to as regards a great number of countries, the arrangements of the Post-office will become exceedingly complex.

580. The quarter of an ounce is generally the foreign scale?—Universally the continental scale—nearly a quarter of an ounce.

581. Mr. *Escott.*] You say that with regard to increased speed in the delivery of letters, or greater facilities for the despatch of letters, little or nothing has been done; you are understood from your answer just given, to say that you are not informed of the present number of deliveries in the towns referred to yesterday, Bath, Bristol, and Exeter?—No, I am not.

582. Perhaps you would wish to say, with respect to those towns, not that nothing has been done, but that little has been done, in your opinion?—My statement has reference to the whole system, and I see no reason to vary it.

583. Do you say that in those three towns nothing has been done in the way of increased facility?—No; I have not made any such statement, nor do I intend to make it.

584. Perhaps you will say that little has been done?—No, I am not prepared to say that with reference to any particular town.

585. Then your expression that little or nothing has been done does not apply to any particular town?—No, it applies to the whole.

586. How do you apply it to the whole, if you cannot apply it to any particular place?—It appears to me that that which is true as regards the whole system may not apply to a particular place.

587. Is not the whole made up of particular places?—Unquestionably it is.

588. Then to what particular places does that apply?—It applies to the places as a whole; to the system as a whole.

589. To what places?—It applies to the aggregate of all the post-offices—taking them as an aggregate.

590. That aggregate is made up of all the towns in the kingdom in which there are post-offices?—Unquestionably it is.

591. Do you mean to state to the Committee that you have arrived at the opinion that little or nothing has been done in the aggregate of all those towns where there are post-offices, without being able to state one in which there has been little or nothing done?—I have not admitted that I am unable to state one in which little or nothing has been done.

592. Then state one?—I state the town of Manchester as one.

593. Take

593. Take another?—The City of London.

594. State any other?—Birmingham. I submit that the more satisfactory way would be to obtain a return from the Post-office, as I suggested yesterday; I am confident that my statement will be borne out by such return.

595. Mr. *Baring*.] Did those arrangements for the additional delivery go through your hands while you were at the Treasury?—I think it very probable that some few additional deliveries may have taken place without my having become cognizant of them at the Treasury; the way in which I should become acquainted with the fact if anything like a general extension of the deliveries had taken place was this, that application would certainly have been made for additional force to effect those deliveries.

596. Unless in consequence of the adoption of your plan it was possible to make such increased deliveries without additional force, the Post-office would have applied to the Treasury for additional assistance?—Unquestionably.

597. You would have the means as long as you were at the Treasury of knowing what additional accommodation had been given to the public?—Unquestionably; my statement has reference to that period; this clause appeared, I think in precisely the same form, in my letter to Sir Robert Peel; this was written in September 1842, almost immediately after I left the Treasury, and of course I am not in a situation to know what has been effected since.

598. *Chairman*.] Does your observation, that little or nothing has been done for increasing the facilities for the delivery of letters in large towns, apply to the whole period during which you were employed at the Treasury, since the first introduction of penny postage?—My statement, namely, "that for increased speed in the delivery, or greater facilities for the despatch of letters, little or nothing has been done," has reference to the whole period during which I was at the Treasury, namely, from the adoption of penny postage to September 1842.

599. The saving in the establishment of mail guards was to be effected partly by a reduction in the number of guards employed, and partly by the diminution of the salaries?—Exactly.

600. Have you formed any estimate of the extent to which the number of guards should be reduced?—No, I have not attempted it.

601. Are you aware whether, since August 1841, the number of guards employed has been increased or diminished?—There had been no material increase or diminution up to the time I left the Treasury.

602. The next head of saving is by economy of space in railway carriages, to which you refer in the evidence you gave in page 81, where you particularly specify the case of the York and Normanton day mail; are you aware how long the arrangements which you there point out of occupying two compartments of a second-class carriage existed?—No, I am not aware; the report of the award of the arbitrators had been recently made when I left the Treasury, but how long the mails had run upon that line I cannot say.

603. Do you know whether the same arrangement now continues, or whether it has been altered?—I presume that it would be altered upon the attention of the Post-office being called to so mistaken a course; but there had been no reply to the Treasury Minute upon this subject when I left.

604. Was it upon that particular mail you anticipated a saving of 10,000*l*. a year, or upon that with others?—Certainly not upon that one mail; the total cost of that one mail was very inferior to 10,000*l*. a year.

605. You state that you found, in the majority of instances, the space set apart for mails was unnecessarily great; are you prepared to state what those instances were which formed the majority of the whole?—They will appear from the paper which is included in the list which has reference to this subject; I do not bear them in mind; I think they were three out of five.

606. That statement will include all the details with which it is in your power to furnish the Committee?—Yes, I believe it will.

607. With regard to the saving in the Channel Island packets, was that a plan of yours?—It was my plan so far, as I have stated. In page 76 this is explained; the facts are there stated; certain parties made an offer to undertake the conveyance of mails to and from the Channel Islands, and so on.

608. The proposal originated with certain individuals in Jersey, who proposed to establish a new line of packets?—It did.

609. One inducement to them to establish that line of packets, would have been the object of conveying the mails to and from the Channel Islands?—Yes.

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610. Do you know at what time the parties would have been willing to make such an arrangement?—I think that appears upon the paper; but I am not certain.

611. Do you know whether, when that proposal was made by this intended new company in Jersey, any of the existing companies at Southampton offered to convey the mails on low terms?—I cannot tell; but it will appear in my report that I suggested that before accepting the offer of the new company, tenders should be invited from the existing company.

612. Therefore, it would depend very much upon the answer to those references whether it was expedient to accept the proposal made by Messrs. Rolfe, of Jersey?—Unquestionably it would; but the whole point under consideration was not, I submit, whether Mr. Rolfe's offer should be accepted or not, so much as whether the packets should be removed from Weymouth to Southampton; the Postmaster-general objected to the acceptance of the offer, not in consequence of anything in the offer itself, except that part of it which involved the necessity for removing the packets.

613. Do you mean that the Postmaster-general positively objected to that, or merely, in making his Report, called the attention of the Treasury to that point?—The Postmaster-general did more than call the attention of the Treasury to that point, as will appear from the paper; at the same time, it did not, according to my recollection, amount to an absolute and positive objection; it was equivalent to an objection.

614. Was it not the duty of the Postmaster-general, in submitting the proposal which had been made to him by Mr. Rolfe, to call the attention of the Treasury to all the circumstances connected with the proposed change of contract?—Unquestionably it was; but in this instance the Postmaster-general raised an objection that the acceptance of the offer would delay the conveyance of the foreign correspondence; in my Report, I showed that the acceptance would not only facilitate the conveyance of all the home correspondence, but that it would also facilitate the conveyance of the foreign correspondence.

615. Are any letters conveyed at present direct from Southampton to the Channel Islands?—Yes, a good many, I believe.

616. In what manner?—By the existing packets; whether they go through the Post-office or not I cannot say.

617. You do not know whether a bag of ship letters is made up for those packets or not?—I think there is, but I am not certain.

618. Then at present the persons in the Channel Islands have the double advantage of having the Post-office packets from Weymouth, and letters conveyed as ship letters from Southampton?—If a bag is made up, as I believe it to be, they have that advantage; but the advantage of sending letters as ship letters must depend very much upon the hours of despatching the packets, and so forth; the plan proposed would have made those hours convenient; at present, I have reason to believe, they are very inconvenient.

619–20. Mr. *Baring*.] What is the postage of a ship letter to Guernsey?—If it is considered as a ship letter it would be 8 *d*., but I do not know what is the postage actually charged; I think they take it for 1 *d*.; but if the existing arrangements regarding ship letters by way of Southampton were satisfactory and sufficient, then I submit the whole cost of the Weymouth packets might be saved.

621. *Chairman*.] To what Report of the Postmaster-general do you refer when you say he objected to the transfer of the packets from Weymouth to Southampton?—To a Report made, I think, about July or August 1842.

622. Was that the first Report that had been made from the Post-office on the subject of communication with the Channel Islands?—No; there had been previous Reports with regard to the establishment of a third packet from Weymouth.

623. Did the question of transfer to Southampton arise at that time?—I think not; but the papers are among those which it is intended to lay before the Committee.

624. You do not recollect whether the late Postmaster-general had objected to the transfer of the Channel Island packets from Weymouth to Southampton?—No, I am not aware that he had.

625. Your impression is, that the present Postmaster-general objected to it for

for the first time?—That is the impression upon my mind; but I cannot be certain that it is correct.

626. Your next saving was the discontinuance of one of the special trains between Birmingham and Gloucester. Have you anything to add to your evidence upon that subject in page 81?—I am not aware that any addition is necessary.

627. As to the improvement of the post communication with Dublin, you state a possible saving of 50,000 *l.*; how is that to arise?—That will appear from the Report, which is included in the list of papers; it is a Report of considerable length, which enters into great detail.

628. What is the date of that Report?—The 13th of September 1842, immediately before I left the Treasury.

629. The suggestions in that paper arose very much out of the recommendations of the Select Committee of the House of Commons which sat last year, on the communication with Ireland?—Very much; but they were immediately connected with a Report from the Post-office.

630. Will you state in what way your next saving might be effected in the compensation for late-letter fees to the extent of 1,000 *l.*?—Perhaps the Committee will allow me to take this opportunity of stating that I have prepared a paper entering considerably into detail with reference to all these projected savings. I did not put it in in my evidence, because I was aware that that evidence already appeared to many members of the Committee too voluminous; but if the Committee should desire to have it, I can put it in as an Appendix.

631. Will you state, shortly, how you conceive that a saving to that extent might be made in that article?—That would arise from a reconsideration of those cases. If the Post-office should even now go into the consideration of the cases, such as I suggested in the first instance, I am inclined to think that they would find it necessary considerably to reduce the amount of compensation.

632. What was the total amount of compensation?—The total amount of compensation in England and Wales was 4,247 *l.*

633. Is it in that sum you think 1,000 *l.* a year might be saved?—Upon that, and the compensation for Scotland and Ireland.

634. What was the total amount of compensation, including Scotland and Ireland?—That I do not at this moment recollect; I think about 6,000 *l.*

635. You stated that there was 3,000 *l.* saved by carrying the amount to account?—Yes.

636. You think that another 1,000 *l.* a year might be saved?—Yes. I think the compensation was too much by that amount.

637. With regard to the day mails, your opinion is, that if they were to arrive at a later hour in London than they do at present, a saving of 8,000 *l.* a year would arise?—Yes, that is my expectation.

638. What you mean by a better regulation of the day mails is, by making their hour of arrival in London at five or six instead of between one and two, as at present?—Yes, I think five o'clock is the hour I have mentioned. Upon that point further information will shortly be laid before the Committee in the Return which will be supplied.

639. You have not data by which you can show that a saving of 6,000 *l.* a year would arise from the union of the two corps of letter-carriers and sorters in London?—I conclude that if that union were effected, and there were no increase of business (the union being taken as a separate measure), it would release at least 100 men; and I estimate that 100 men at an average of 60 *l.* a year will come to 6,000 *l.*

640. Mr. *Cripps.*] Do you think that if there were 13 deliveries a day in London, by joining those two corps you could carry on the business with the same strength or less strength than it is now conducted?—No, not less strength; I say if this were taken as a distinct measure, without an increase of business, there would be a saving.

641. What addition do you put on for the 13 deliveries you propose?—I am doubtful, as I have stated in my previous evidence upon this point, whether any addition would be required, but I have set down an allowance of 1,000 *l.* a year as the maximum of increase.

642. Mr. *Denison.*] You say 100 men might be saved; what is the number employed?—Between 800 and 900.

643. As what?—Sorters and letter-carriers.

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644. Mr. *Cripps.*] What is the average distance that every twopenny postman has to walk every day?—I should think they would walk, perhaps, about nine or ten miles a day; or hardly so much as that upon an average.

645. Since this Committee has been going on I have asked twopenny postmen the length of their day's walk; the lowest estimate I have got from any one is 18 miles, the highest I have got is 27; the majority have told me they reckon their walk three-and-twenty miles a day; do you think that is a great over-statement?—I think it is. I have a statement from the Post-office upon that subject, and it is upon that I rest my opinion.

646. You said that you did not think that the complaints of fatigue known to come from the postmen were unreasonable?—I do not recollect stating that, but it is very likely; though the average may be nine or ten miles, in certain instances, that average may be very greatly exceeded, and the complaints may arise from those instances; certain men may walk 20 miles a day, though the average may be under 10.

647. Mr. *Escott.*] You recommended women for letter-sorters, did you not?—Yes.

648. Do you think that would be productive of a great saving?—I think it would, unquestionably. I have estimated that saving in my evidence.

649. Do you think that the accommodation of the Post-office is calculated for women to be used as letter-sorters?—Women are employed as letter-sorters in many offices now.

650. Not at the General Post-office?—No.

651. You do not recommend them at the General Post-office?—My recommendation is, that they should be employed where practicable.

652. Do you think that it is practicable to employ them at the General Post-office?—Not without great change in the system; I have not supposed they would be employed there.

653. Mr. *Cripps.*] Of course your opinion must be confined to the sorting; they cannot be employed as letter-carriers?—No; in almost all of the offices there is that division; the letter-carriers assist to a certain extent; but I happen to recollect that in reporting upon the Taunton office, the surveyor states that certain women are employed in that office as well as men; that the women, including their board, cost, I think, 45 *l.* a year, and the men 60 *l.* a year each, and he adds, that one woman will do twice as much work as any of the men.

654. Mr. *Escott.*] Are not the arrangements of a small country office totally different from those in the Metropolitan office?—Very different indeed; in this case at Taunton there was a postmistress.

655. *Chairman.*] The Committee are to understand that you do not think it practicable or expedient to extend the employment of females as sorters to the head office in London?—I have not calculated on that being done.

656. You state that you expect to make a saving of two per cent. by the simplification of the mode of sorting letters; does that allude to sorting letters in London?—Yes, more especially in London.

657. In what manner do you propose to effect that simplification and the consequent saving?—The plan which I would suggest is as follows: first, that the letters should be assorted alphabetically, according to the post towns to which they are addressed, that is, let all letters addressed to post towns beginning with A be put into one class, all beginning with B into another, and so on, the classes, however, being equalized approximately as to the number of post towns in each, by dividing the post towns under certain initial letters into two or more classes, according to the second letters, and perhaps by uniting the post towns under certain initial letters in one class. Secondly, having assigned the several classes of letters to the respective sorters, let the final separation according to the post towns be at once effected. By these means there would be no difficulty in completing the accounts by two instead of three operations, which there are at present; besides which, each operation would be perfectly easy, so much so indeed, as to require little or no previous training. When the letters have been put into the bags, the bags of course would have to be arranged for the respective routes, but this will present no difficulty, as every sorter of letters will soon learn to which route each of his own bags belongs. Under this arrangement, the letters for certain large towns would of course be separated in the first process, as they now are.

658. Will

658. Will you state what the present mode is?—The present mode is this, that the letters are first assorted for roads; that is to say, all letters sent out by the same mail are put together, they are then assorted for certain divisions of those roads, and finally for the post towns.

659. Are you sure that is the present mode in which they are assorted?—That was the mode when I was at the Treasury.

660. When were you last in the Post-office to see the manner in which the sorting is effected?—I doubt whether I have been at the Post-office to see the mode of sorting since the year 1840.

661. How frequently have you examined the detail of the assorting of letters at St. Martin's-le-Grand?—I went three times to the Post-office to make myself acquainted with the modes of assorting letters, before I had been many days in office. I considered myself then as possessing the requisite information, but if at any time I wanted further particulars my course was, as I have already stated, to send either for the gentleman at the head of the department, or to write for the information, or to send my assistant.

662. You state that there is difficulty experienced in the first process of sorting letters for the different routes or lines of roads?—Yes, very serious difficulty.

663. Have you heard any complaints made of that difficulty?—The evidence before the Postage Committee, if I recollect rightly, speaks of considerable time being required to enable a person to assort correctly; but whether it does or does not, it appears to me self-evident that the process must be a difficult one, and consequently a slow one—slow, I mean, comparatively.

664. Do you know what proportion of sorters are employed in sorting letters for the line of roads, compared with those who have the second stage of sorting them for the particular post towns?—I have the information in writing, but I do not bear it in mind.

665. Have you ever communicated to the Post-office your plan for sorting the letters alphabetically?—The plan is stated in my pamphlet, and I think in the evidence I gave before the previous Committee, and I believe that it has been made the subject of conversation between myself and the gentlemen at the Post-office.

666. Did you ever make any official Report upon the subject, either to the late or the present Chancellor of the Exchequer, when you were at the Treasury?—I think the paper I sent in to the Chancellor of the Exchequer contained that part, but I am not certain upon that point.

667. Mr. *Cripps.*] How many roads are there?—The number of roads at one time was as great as 24; but the employment of railways has had the effect of diminishing the number of roads. I think it is now about 14 or 15.

668. How many post towns are there in the kingdom?—There are about 1,000 post towns in the United Kingdom, but there are many post towns for which bags are not made up at the London office.

669. How many post towns are there for which bags are made up at the London office?—I think about 600.

670. The whole difficulty in learning this mode of assortment would be in remembering how many of those 600 sets of letters belonged to each of the 14 or 15 lines of road?—Yes; but that is a difficulty which will always be great, inasmuch as a change is continually taking place on lines of road, every now and then throwing a town into another division.

671. Have you ever considered whether this order of sorting may not afford a readier check on errors in the first sorting than the second sorting would afford in the way you propose?—No, I am not aware that it affords a better check.

672. There are always some mistakes in the first sorting?—Unquestionably.

673. Have you ever considered whether the second sorter affords a better check on mistakes under the present system than he would under yours?—I do not see that one affords a better check than the other.

674. If all the A's were put together, in sorting out the letters for the second sorting he might be more likely to mis-read one town beginning with an A for another town beginning with an A, than if he was guided in the first instance by the knowledge of a party as to the road on which the post town lay; would there not be some danger of mistake with all beginning with the same letter?—I think, on further consideration, the Honourable Member will

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see that that circumstance gives, if anything, superiority to my plan, inasmuch as in the final assortment all the letters in the hands of any one man will begin with the same initial letter, and his attention would be necessarily directed to the latter part of the name of the town.

675. *Chairman.*] As many persons would be required under your plan as under the present for the final assortment?—Certainly.

676. The saving of number will be in the first process of assorting into roads or divisions?—In the first processes.

677. Are you prepared to state what is the number of persons employed in those first two divisions, compared with those employed in the final assortment for the post towns?—No, I am not prepared to state that from recollection.

678. It is with reference to the number of persons so employed, a saving would be made under your system?—Yes; it appears to me the safer mode of estimating the result is to avoid the details, in which I myself feel that I should very likely be lost, and to take the subject as a whole, and estimate what force would be required under the new process, and then compare that force with that required under the old process, and in that way ascertain the saving.

679. Did you inquire, when at the Post-office, whether any difficulty was found in the first process of sorting?—I must, in reply to that question, say, that I found it safer throughout my intercourse with the gentlemen of the Post-office to draw my conclusions from general principles than from an examination of minute details, everything is so much matter of opinion; if I had asked the gentlemen of the Post-office for any statement of facts, I am quite sure I should have received the most accurate information they could give, but the Honourable Member will see that the question he suggests would be a matter of opinion.

680. Did you ever ask, as a matter of fact, how many letters they could sort in a certain time in the first arrangement?—Questions to that effect were asked before the Postage Committee, and the answers are in evidence before that Committee. When I went to the Post-office, I myself tried the experiment by asking persons to assort before me and minuting them; I did the same in the Paris office; so that I know very accurately the number of letters that a person can sort.

681. Is the mode of assorting letters in the Paris post-office similar to that you have suggested?—The mode followed in the Paris post-office is identical with that followed in the London office.

682. Upon what data do you calculate a saving of two per cent. on the assortment of letters could be accomplished by the change?—I before stated that those estimates rest very much upon opinion. Being now removed from the Treasury, I have not the means of producing a detailed estimate; feeling that they did rest very much upon opinion, I have in every instance put the amount lower than the saving to which my opinion would lead.

683. Have those estimates been made since you left the Treasury?—They have been made for the express purpose of being laid before this Committee.

684. Have you not framed your estimate rather too largely?—No; while in the Treasury I considered that it was sufficient to satisfy myself that a saving would arise; I did not feel it necessary to determine the amount of that saving.

685. If you anticipate so considerable a saving on these items of expense, how is it you have never brought it officially under the consideration of the late or the present Government?—I have not stated that I did not bring it officially under the notice of the late or the present Government; I have stated that I believe I submitted it to the present Government in a communication which I had the honour of making to the Chancellor of the Exchequer in May 1842.

686. Was that verbally or in writing?—In writing; I am not certain on the point—but I do recollect it was once or twice a subject of discussion with the previous Chancellor of the Exchequer. If the Committee will permit me, I would call their attention to the statement in my former evidence, to the effect that it was not the course of proceeding to enter into minute details upon any plan until it was to some extent determined that the plan should be carried into effect, if upon an examination of the details it should appear desirable; previously to such a determination, I should have thought it an improper occupation of the time of the Chancellor of the Exchequer to be pressing details upon his attention.

687. Did

687. Did you ever ask any of the persons who were employed as sorters of letters whether they thought that this was a simpler mode of sorting letters than that at present in use?—I think I had conversations with sorters upon that subject.

688. Did they concur with you in opinion?—I think some of them did, and some others did not.

689. There was a difference of opinion between them upon the subject?—Unquestionably.

690. You stated that when at the Post-office you did not feel it your duty to inquire into the minute details of the mode of transacting business?—I have stated that I did not feel it necessary to the due performance of my duty that I should be familiar with the minute details on all points.

691. Did you not think it necessary that you should be acquainted with those minute details before proposing any alteration with regard to them?—Unquestionably, before proposing any alteration for adoption; and this recals to my recollection the mode of proceeding: I am speaking now with reference to the late Government more than the present; under the late Government, the course of proceeding was this,—It was first determined whether such and such a measure should be brought under consideration; if there appeared a probability of its working advantageously, and there were no reasons against its being taken up at the particular time, I then obtained the sanction of the late Chancellor of the Exchequer to enter upon the details. When that sanction was obtained, I, of course, made myself thoroughly master of the subject; but previously, it appears to me, it would have been a waste of time on my part to have entered on any such inquiry, inasmuch as the circumstances of the country and of the Post-office are undergoing such frequent changes, that the state of things at one moment by no means indicates the state of things at another moment. I think I may safely appeal to the several Reports which the Committee has ordered to be printed, to show that I have been in the habit, when recommending a measure for adoption, to go very thoroughly indeed into all the details.

692. With regard to this particular measure, you had never advanced so far as to render it necessary for you to go into those details?—No, I had not.

693. Would any part of the saving arise, independently of the sorting alphabetically, from the circumstance that by that plan there would be two sortings of letters, whereas you understand by the present system at the Post-office there are three?—Distinctly, that is one part of the saving.

694. Any arrangement by which the sorting of letters should be accomplished by two operations, would to a certain extent effect the saving you contemplate?—Yes, provided those operations are as simple.

695. You calculate two per cent. as the saving, upon what sum?—On nearly 400,000 *l.*

696. Nearly 8,000 *l.* a year?—Yes.

697. Mr. *Denison.*] How many persons do you calculate are employed on this particular business at present?—The question, I presume, applies to the London office; it would not apply equally in a country office, the number of towns for which they assort in country offices being comparatively small. I think the number of persons employed in the London office in the evening despatch of letters and newspapers is about 400 or 500.

698. How many fewer than that number do you apprehend would be necessary under a simplified mode?—I have not gone into that detailed examination of the subject. I can give from recollection the number of persons employed in the Inland-office in the despatch of letters in the evening; there are also persons employed in the London district post.

699. Are the whole of the 400 or 500 employed at any one time in assorting the letters and newspapers?—Yes, the whole of the staff.

700. How many of those 400 or 500 should you be able to dispense with if you had that machinery under your own control?—I think it probable that by this improvement in the mode of assorting, and other improvements, for this is not the only improvement I have suggested, 100 might be spared.

701. Do you mean to say you could spare 100 from every other department, or only from this particular department in assorting?—I mean to say that 100 persons might be set at liberty from the whole establishment, from the whole machinery

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machinery of the Post-office; not solely by this, but by this and some other improvements.

702. Do you mean that this 8,000*l.* a year would be saved by a simplification in the assorting of the letters only, or in the general machinery, including the despatching the letters, from the receipt to the despatch of the letters?—In the assortment of letters only for despatch and for delivery.

703. If it is to save 8,000*l.* a year from the whole establishment, is it fair to ascribe to the different mode of assortment the whole of that sum to be saved?—I am afraid I have not made myself understood; my estimate is, that upon the whole cost of the establishment, which is nearly 400,000*l.* a year, we should save two per cent. by the improved mode of assortment.

704. *Chairman.*] The number, you say, is between 400 and 500 persons employed in the Inland-office; how many of those are actually employed in sorting letters?—They are all of them employed assorting letters and newspapers.

705. Do you mean to say there are no other duties distinct from the mere process of assorting the letters in classes?—There are a few employed in stamping; some employed in taxing, as it is called, those letters that are unpaid; some employed in examining and cancelling the stamps, and in other processes.

706. Does it include the messengers and porters who bring in the bags from the lobby?—No; in speaking of 400 or 500, I meant to confine the estimate to persons actually employed in sorting letters and newspapers; there are more than 200 employed in sorting the newspapers every night.

707. Mr. *Escott.*] You say that the present plan of sorting letters is comparatively difficult and slow; you mean comparatively with your proposed plan?—I do.

708. You say in the present plan there are three operations: one, sorting for roads; a second, for certain divisions; and a third, for certain towns on those divisions?—Exactly.

709. In your proposed plan there is to be one alphabetical sorting, according to the initial names of the towns?—Yes.

710. There is to be a second sorting of the letters, according to the towns to which they are addressed?—Yes.

711. And then is not there to be a third sorting for the roads on which they were to travel?—No.

712. How do they come to the roads?—They are put into the bags, and the bags are carried to the roads; there is an assortment of bags, but not of letters.

713. *Chairman.*] The saving will be, in the first place, by diminishing the number of persons employed in the first operation of sorting, by sorting alphabetically by the places instead of the roads, and by a more simple operation; but in assorting for the post towns, you do not contemplate that any saving will arise under your plan?—Not any material saving; but this is not the only improvement I have suggested on this subject.

714. Mr. *Baring.*] The mode you propose would be a mode that anybody, in the course of a few hours, would be able to perform?—Yes; a boy could learn it in a few hours.

715. The mode at present followed is one which it is difficult to learn, even though it can be performed with facility by those who have learnt it?—Unquestionably.

716. Take the case of Bristol on the influx of a steamer from America; are you aware that a great delay has arisen from the circumstance that it was impossible to keep up an establishment at Bristol sufficient to meet such an enormous influx of letters arising at the moment, and that from the mode of sorting it was equally impossible to have anybody to assist except Post-office clerks?—I believe that is the case; unquestionably it is so at Falmouth; the West India mails are sometimes detained in consequence of that difficulty.

717. If there was a mode of sorting, which a person not regularly educated in the Post-office could employ, you might, upon occasions of that kind, have the means of getting extra aid to the Post-office, and keep down the establishment, or give greater rapidity of communication?—Yes, that would be an advantage, and a very important advantage, resulting from the measure.

718. Mr.

718. Mr. *Cripps.*] Are you sure that the mode adopted in the General Post-office in London is adopted in the country post-offices, that they are assorted first for roads?—They must be assorted according to a process somewhat similar to that.

719. Why may not they be assorted according to the process you have suggested as applicable to the General Post-office?—There is a bare possibility that my plan may be adopted in some of the provincial offices.

720. Have you examined any offices with a view to ascertain whether that is the case?—I have not examined any provincial offices, and the Committee will permit me to remind them that such examination was prevented by the interference of the Post-office.

721. You allude to that inspection having been denied to you by the Post-office, independently of the interruption you experienced respecting the Newcastle line?—Yes; it was at the same time; it was part of the plan that I should inspect the country post-offices.

722. When was that interposition of the Post-office?—In June 1842.

723. You had never applied before June 1842?—No. I beg to state that my duties at the Treasury were exceedingly heavy, and that I found it very difficult to be absent at all.

724. Mr. *Escott.*] You say you have not entered into details as to the sorting, but found your opinions on general principles; the general principle at which you aim is facility and accuracy in sorting?—Yes; to be obtained by simplicity.

725. Do you not think that facility and accuracy in sorting such a vast number of letters as passed through the General Post-office, depends entirely on very minute details?—I think, under the present process, there is much unnecessary detail.

726. Do you not think that the facility and accuracy of sorting letters at the Post-office depends on very minute details under any system which can be possibly devised?—I do not think that such would be the case under the system I propose.

727. Is it not altogether a question of tact and detail?—No; it appears to me that sorting the letters alphabetically is a very simple process.

728. You state that you have not entered into details, but have formed your opinion upon general principles, and that those principles at which you aim are facility and accuracy in sorting letters: is not that altogether a question of tact and detail?—I must confess I do not understand the question.

729. You say you had not advanced so far as to make it necessary to enter into detail on this question of sorting?—I think that is not exactly what I stated; I think I said minute details.

730. Though you had not advanced so far as to make it necessary to enter into minute details, you calculate that you could save by your plan 8,000 *l.* a year; is that so?—I stated that my plan would effect a saving, and in compliance with the instructions of the Committee, I have, to the best of my power, estimated the amount of that saving.

731. Do you calculate that saving at 8,000 *l.* a year?—At nearly 8,000 *l.* a year.

732. Have you done that without going into minute details?—I have.

733. Mr. *Denison.*] Do you know what wages those sorters get on an average?—Those called sorters, I think, begin at 70 *l.* a year, and advance gradually to a much larger amount; but many of those who are employed in sorting letters get less.

734. It is understood that many of the letter-carriers have only 1 *l.* a week each?—The District-post letter-carriers have only 1 *l.* a week; but these are the General-post letter-carriers.

735. Are the average of the persons employed in sorting receiving 70 *l.* or upwards?—Upwards of 70 *l.* per annum. I have estimated them at an average of 80 *l.*

736. Mr. *Cripps.*] Some of the sorters are also employed as letter-carriers; how are those sorters who are not employed as letter-carriers occupied between the times of the morning delivery and the sorting for the despatch?—Some few of the sorters are employed as letter-carriers early in the morning, but many of the letter-carriers are employed as sorters in the evening; all the sorters in the Inland-office, whether employed occasionally as letter-carriers or not, have, as a general rule, the whole of the middle of the day at their disposal, and many of

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of them employ their time in other occupations, as clerks in merchants' warehouses, and so forth; many, again, are employed in the Post-office as extra clerks, and paid for such extra duty. There are cases in which persons disengaged in the middle of the day from their regular Post-office duties get as much as 70*l.* or 80*l.* a year as extra clerks also in the Post-office, in the discharge of other duties.

737. What are the number of hours included generally in the middle of the day?—From about nine in the morning till about five in the afternoon.

738. There are persons employed merely as sorters in the morning and in the evening, receiving as much for their sorting duties as 70*l.* a year?—Certainly.

739. About what number are employed as morning sorters and evening sorters who have no other occupation in the Post-office?—I think somewhere about 200; but they are not all called sorters, many of them are called clerks; the sorters, clerks, messengers, and others employed in the preparation of the letters in the morning and evening, and who perform those duties only, amount, I think, to about 200.

740. What are the hours of attendance of those who are sorters only?—From about a quarter before six in the morning to about nine, and from about five to eight in the evening. Some sorters are required to attend in the middle of the day for certain duties, but I believe that when that is the case they take a turn only as regards their attendance in the morning.

741. *Chairman.*] What measures did you contemplate which were to induce the public to facilitate the operations of the Post-office, by giving complete and legible addresses to letters?—It appears to me that the circumstance of the public having so universally attended to the request which was made as to the position of the stamp upon the letters, encourages one to think that if it were pointed out to them that extreme inconvenience was sometimes felt in the Post-office from the want of complete addresses, attention would be paid on the part of the public, to a very great extent at least, to any request of the Postmaster-general to that effect.

742. Are there any specific measures you are prepared to recommend that would accomplish that object?—I should recommend that the Postmaster-general should address himself to the public; the letter-carriers would very easily leave a short notice at every house at which they deliver letters, in which it might be stated that serious inconvenience results from this inattention on the part of the public, and if accompanied by a request to have the addresses made complete and legible, I cannot but think that it would, to a very great extent, be observed.

743. Mr. *Denison.*] You would have those notices left at the houses of Members of Parliament as well as others?—I am afraid it would be as much required—

744. Mr. *Escott.*] Your request would be that the letters should be addressed in a legible hand?—That they should be addressed legibly and completely. I would mention one point suggested by the Post-office: very serious inconvenience is felt from the affectation of addressing persons "London" merely, not perhaps as regards Members, because their residence is generally well known.

745. Mr. *Cripps.*] Do you think that all this work done by these 200 persons who sort in the morning and evening might be done by females?—My opinion certainly is, that the greater part of that work might be done by females; at the same time I have not proposed such a change; there would still require porters to carry the bags.

746. Mr. *Escott.*] You would have an admixture of males and females in the office?—I have already stated that it forms no part of my proposition. I have proposed it where practicable; this applies rather to the provincial than to the metropolitan offices. My meaning was this, that in many provincial offices it is found very convenient and economical to employ females; from that fact I infer that it will be found equally convenient and economical to extend it to others.

747. Mr. *Cripps.*] You mean, that the words "where practicable," should confine it to the provincial offices?—Yes. I wished to avoid raising such a question as has been raised.

748. Mr. *Denison.*] Are you aware of any post-office in which there are four or five persons required, in which a part of them are women?—Yes, there are many

many. I mentioned one, Taunton, in which I think there are six persons, of whom four are women; there are a great many offices where women are employed; they are very frequently the daughters of the postmaster.

749. Mr. *Baring.*] Are you aware that in the French Stamp-office there is one office composed entirely of women?—When I was in Paris I visited the French Stamp-office; I do not recollect that there was any one office in which they were entirely women; but I saw several instances in which the women were working in the same room, and at the same machine, with the men. Perhaps I may be permitted to add, that the recent Report of the Children's Employment Commission appears to me to show the great importance of finding occupation for females.

750. *Chairman.*] The Committee understand that the estimates of saving on page 91, have been made by you for the use of the Committee, and that having been made since you left the Treasury, you have no detailed data to lay before the Committee, to show on what principle they are made up?—I have already laid the data before the Committee, in considerable detail with reference to some of them.

751. In what way do you make out that a saving of four per cent. will arise by revising the salaries?—The revision is to take place on the receipt of the intended annual return of fees, &c.; my expectation is, that that will enable the Government to reduce many salaries.

752. Are you aware that a great many of the deputy-postmasters have made applications for an increase of salary on account of the increase of business?—I imagine that has been the case every year since the Post-office was established, that the deputies have applied for increase of salary.

753. But it is your opinion, that so far from there being a necessity for an increase of salaries, the whole might be reduced four per cent.?—My opinion is that there might be a decrease of four per cent on their present amount.

754. On what do you found that opinion?—Partly on this: I observe, by a comparison of returns, that the emoluments of the deputy-postmasters, so far as I have been able to examine them, have advanced from 1836 to 1841 about 12 per cent. on the average.

755. Do you include in that the substitution of a compensation by the public in lieu of the fees they formerly received?—I speak of their whole emoluments; if compensation is given for fees previously obtained to the same amount, of course the emoluments are not affected by that change.

756. By 12 per cent. do you mean 12 per cent. on the salaries of individuals, or on the whole expense of the deputy-postmasters?—Twelve per cent. on the net incomes of the deputy-postmasters.

757. How many new post-offices have been established since 1836?—Very few post-offices have been established, I imagine, since 1836; but that circumstance does not affect the calculation I have made; I selected about 20 or more of the deputy-postmasters, and compared their net income in 1836 with their net income in 1841, and I found that the aggregate advance was about 12 per cent.

758. You assume that there would be an equal advance on all the other postmasters throughout the country?—I assume that those 20 are a fair specimen of the whole.

759. Mr. *Cripps.*] You picked them out as such?—They arose from this circumstance, that there was an application to have additional clerks, and an advance of expenses, from some cause or other, and those circumstances afforded me the means of learning what their emoluments were.

760. Do you include in that increase of 12 per cent. the increased assistance which has been given to some of the country post-offices on account of the increase of business?—No; I speak of the net income of the deputies themselves.

761. Mr. *Baring.*] Are you aware that all increases of salary had been suspended for a great many years in the Post-office, in consequence of inquiries before the Commission; and that it was not till 1836 the Treasury began to reconsider the cases, and to make up for what had been suspended for a long time?—I was not aware of that fact. In speaking of 1841, I took rather an average time; the return for some is for the year 1840, for others for the year 1842.

762. Mr. *Denison.*] Have you any knowledge as to the rule by which they

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are paid?—They are paid for the most part by salaries, and by certain fees which they are allowed to keep.

763. Why should the postmaster at Hull have a larger allowance by salary than the postmaster at Beverley?—Because the duties are of a more laborious and responsible character at Hull than at Beverley.

764. Would he not have to spend the same number of hours in the post-office?—I imagine that the superintendence of a large post-office like that at Hull requires greater care. I presume the intention is, that each should be paid in proportion to the labour and responsibility thrown upon him.

765. Mr. *Tennent.*] You state that you estimate a reduction of four per cent. on those incomes, as you say, having seen that there had been 12 per cent. increase on those salaries in the last five years; it has been explained to you that that arose out of particular circumstances, and was not the natural course of operations; would that in any manner affect your estimate?—No, it does not; and for this reason, that my estimates are all decidedly within what I believe to be the just limits. There are other reasons why I should anticipate that great reductions may be made; one is this: that the introduction of railway conveyance has had the effect occasionally of taking a great deal of work from one office and throwing it upon another; this has been the case very extensively. Now when an instance of the kind has arisen, it has been the practice, almost without exception, to advance the emoluments of the deputy whose labours were increased, but to make no diminution in the emoluments of the deputy whose labours were diminished. The general revision which I recommend of the emoluments, as compared with the duties, would of course lead to the discovery of all cases of this kind, and I am of opinion that considerable reductions might be effected.

766. What constitutes the difference between your proposition at the top of page 91 for the revision of all the salaries, and the establishment of scales of salaries applicable to all offices. You calculate a saving on the one of four per cent. and on the other of two per cent.?—It has been the practice of the Post-office not to make great changes with reference to the salaries of its servants, except when a vacancy arises, therefore the adoption of the general scale would, I imagine, apply only to those newly admitted into the service; the revision which I suggest would apply to all.

767. Mr. *Escott.*] If it would apply to all, it would include the other, would it not?—What I propose is, that a revision as to the amount should take place as regards all, but that those who have not hitherto been appointed upon any scale advancing according to their length of service, should continue as at present, though if it were judged best, in particular instances they might be put upon that scale; in some instances it might appear advantageous to place them on it, in others not.

768. Does not what you propose to do in Number 2, necessarily include what you propose to do in Number 3?—No, I think not; the first has reference to the amount of salary and allowances.

769. Has not the second reference to the amount of salary and allowances?—Not to that only; it has reference also to the establishment of scales by which the several servants of the Post-office would have their salaries advanced, according to length of service.

770. Has not the advance of salary according to the length of service reference to the amount of salary to be received?—Unquestionably it has, afterwards.

771. *Chairman.*] This is one of the points on which you have not entered into minute details?—No, I have not minute details on any of these points; whether they are all considered separately or conjointly appears a matter of no moment; if they are taken conjointly, I estimate that there will be a saving of six per cent.

772. Mr. *Escott.*] Does not it make a great difference if you put down a saving for each and it turns out that they are the same thing?—It would if I had done that, but that is not the case.

773. *Chairman.*] You state at page 92 the aggregate of estimated savings to be 276,000*l.*, of which 93,000*l.* you state to be "specific savings recommended to the Treasury between April and September 1842." The remainder are those which you have submitted for the first time to this Committee. Will you explain what you mean by the statement that there are specific savings submitted to the Treasury amounting to 93,000*l.*; were those all the savings which you recommended

recommended to the Treasury, and have the others been submitted for the first time to this Committee?—No; many of them have been submitted in general terms to the Treasury, but not specifically.

774. You have not laid before the Treasury any statement in detail showing how those savings were to be effected?—There were statements laid before the Treasury, as regards some of them, in considerable detail.

775. Of that 93,000 *l.*, it appears that 50,000 *l.* arises from the improvement of Post-office communication with Dublin, which was submitted to the Treasury only the day before you quitted office?—Yes; indeed, part of it was submitted even after I quitted office, by a further letter to the Chancellor of the Exchequer.

776. With regard to the other savings, making up the total amount of 276,000 *l.*, this estimate has been framed by you since you left office; are you able to give any statement of them in detail, to enable the Committee to form a judgment as to their accuracy?—I have already given details as regards some of them. If the Committee will point my attention to any particular item of saving, I will at once say whether I can give it in detail or not.

777. Will you refer to the bottom of page 90: "Deduct savings under this head, enumerated above;" will you state what are the savings to which you there refer?—They must be picked out of the previous enumeration. Some of the items are under one head, and some are under another. As, for instance, 3,000 *l.* saved in the additional delivery, that forms part of the 17,000 *l.* under the head of salaries and allowances; 10,000 *l.* saved by economy of space in the railway carriages forms part of the 23,000 *l.* under the head "Railway Conveyance," and so on.

778. Have you drawn up any detailed statement of the mode in which you propose to effect the discontinuance of the direct line of packets to Gibraltar without diminishing the facilities of conveyance at present enjoyed by the public in sending their letters by those packets?—There would be a very slight diminution of convenience: the arrangements are these—There is a line of packets belonging to the Peninsular Steam Navigation Company going four times a month as far as Gibraltar, but touching at several intermediate ports; in addition to that, there is the line here spoken of belonging to the Oriental Steam Navigation Company, going once a month to Gibraltar, and not touching at any intermediate port. By taking this direct course they save, I think, about three days; the consequence is, that if letters were sent by packets belonging to the Peninsular line, they would be about three days longer on the passage.

779. Which packet would you discontinue?—I would discontinue the Oriental line as far as Gibraltar.

780. In what way would passengers be conveyed from England to Malta and Alexandria?—I am speaking of the Post-office arrangements; it would, of course, rest with the company whether they would run their packets for the conveyance of passengers. When I say I would discontinue the Oriental line, I mean I would discontinue sending the mails by that line.

781. You consider that the discontinuing sending the mails by the Oriental line would save 30,000 *l.* a year?—Yes.

782. On what data do you found that supposition?—On the data shown by a Return made to the Treasury while I was in office, by the Admiralty, from which it appears that that line of packets costs about 40,000 *l.* a year; but it goes further than Gibraltar, I think to Malta.

783. Mr. *Baring.*] Are you aware that before this line to which your evidence alludes was engaged in, the arrangement which you now propose was in operation?—I was not aware of it.

784. Difficulties arose in consequence of the Indian line not tallying with the regular line to Oporto and Gibraltar?—Yes; but it appears to me it might be made to tally.

785. Do you think it is possible, going half the world over, that it should tally to a few hours?—No, I do not aim at so exact a fitting in of the arrangements as to a few hours, but the Right hon. Gentleman will allow me to remind him that this arrangement is made, not for the swift line of conveyance, but for the slow line of conveyance; there is a swift line of conveyance to India through France, and it appears to me that, after providing for a swift line of

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conveyance, it is not necessary to spend 30,000 *l.* a year extra in order to save a few days as regards the slow line of conveyance.

786. You say a saving of a few days. Suppose the India mail arrived at Malta immediately after the fortnightly despatch of the packet from Malta to Gibraltar, and so to England, the loss would not be a few days only, but a whole fortnight?—I have not proposed to make any change as between Malta and Gibraltar, but as between Gibraltar and England, to which there is a despatch every week.

787. You would have the despatch from Malta to Gibraltar, and so to England, depend entirely on the Indian mail?—I would leave the Malta and Gibraltar despatch untouched; I would not meddle with that at all.

788. Depending upon the Indian mail?—As it now does. There is a middle-month despatch now, in continuation of the Peninsular line; I propose to make the other despatch in continuation of the same line.

789. Then, if it arrived too late, there would be a delay, probably, of above a week, and possibly nearer a fortnight?—Unquestionably, if the times for visiting the intermediate points were regulated as they now are, which would probably be the best course, there would be a chance of a week's delay; that would be the maximum.

790. Of course you could not alter the regular weekly posts into the Mediterranean to Cadiz, and so on, for the purpose of adjusting it to the course to India?—No; but it appears to me that, as regards that line, it is not necessary to spend 30,000 *l.* a year for the purpose of saving even a week's delay of the letters, and a week would not be the average but the maximum delay.

791. The three days it would lose under any circumstances?—Yes.

792. The great steamers reach Gibraltar in three days less than the other steamers?—Yes.

793. Might not a great irregularity arise from their not tallying with the period of the arrival of the post through France?—That is possible.

794. Are you aware of the great complaints which were made on the part of the public from those circumstances at the time the present arrangement was made?—No, I am not.

795. Are you aware that there was great inconvenience, as to small parcels and so on, from the changing packets at Gibraltar and Malta?—That inconvenience, I submit, would be avoided if the Oriental steamers continued to run for passengers.

796. *Chairman.*] Do you suppose that if the present packets were to run from Southampton to Alexandria for passengers, they would make a deduction of 30,000 *l.* a year for dropping the mail at Gibraltar instead of bringing it home when once shipped on board?—I have not made such a proposition.

797. In what does your proposition differ from that?—I do not propose to employ them at all, to ask them to take the bags from Alexandria to Malta.

798. How could the letters then come from Alexandria to Gibraltar?—By means of Her Majesty's packets in the Mediterranean, which might perform that duty if required.

799. Do you mean that the Post-office communication from Alexandria to Gibraltar should be rendered independent of the Oriental Company, through whom it is at present conducted?—I have taken off 30,000 *l.* a year as the cost of conveyance between this country and Gibraltar; beyond that I have not proposed any change. If the Oriental Company should be willing to take the mails up at Gibraltar, and to carry them to Alexandria, and *vice versâ*, for the remaining 10,000 *l.* a year, I see no objection to the Government adopting such a course; but if they should object, then it must be done unquestionably by other means.

800. Is there at the present moment any line of communication established between Alexandria and Gibraltar, by Malta, other than the Oriental Company's vessel sailing once a month?—I do not know whether there is or not; I believe that by the present arrangement there is not.

801. Those vessels bring the mails home from Alexandria to Southampton or to Falmouth, and take them out, as you understand, for the sum of 40,000 *l.* a year?—Yes; so I understand.

802. It appears, by the Navy Estimates before the Committee, that the expense is only 31,000 *l.* On what ground do you state it at 40,000 *l.*?—On the

the authority of a Return which was made by the Admiralty to the Treasury last summer, in which the expense was put down for six months at 20,000*l.*

803. The whole expense of carrying the mails to Alexandria is stated in the Navy Estimates at 31,000*l.* from Southampton, and 34,000*l.* if the packet goes into Falmouth?—If the Return made by the Admiralty to the Treasury was erroneous, my estimate must, of course, be corrected; if the Return is erroneous, I have been misled by it.

804. You would still consider it necessary to keep up a communication between Gibraltar and Alexandria?—I would keep up some communication, but it does not necessarily follow that it should be effected by means of that particular company.

805. What do you conceive the expense of that communication must be?—I think, considering it as part of the present system in the Mediterranean, 10,000*l.* a year would be sufficient.

806. Mr. *Tennent.*] What other system of communication would you substitute for the present?—For the communication from Gibraltar and Marseilles to Malta, the Ionian Islands, and so on?

807. *Chairman.*] At what do you calculate the expense of the communication between Alexandria and Gibraltar?—I think an addition of 10,000*l.* a year would be enough and more than enough for that.

808. Mr. *Baring.*] The overland despatch is sent through France; are you aware whether an advantage is not derived by that mail being conveyed in the Oriental packets between Malta and Alexandria?—If the Oriental packets carry those letters from Malta to Alexandria, the saving to be effected by the plan I propose has been somewhat over estimated, but not much.

809. *Chairman.*] The expense, as it appears by the Navy Estimates, being 31,000*l.*, you think the estimate of a saving of 30,000*l.* is an over-estimate, but not much?—No, that is not, I submit, a fair mode of putting the case; my estimate is founded upon a manuscript Return made to the Honourable Chairman himself by the Admiralty, dated the 23d of April 1842, in which it is stated that the cost of the packets between Falmouth and Alexandria from the 1st September 1840 to the 31st of March 1841 was 20,910*l.* 14*s.* 3*d.*; they are described as the contract packets from Falmouth to Alexandria, and the Return is verified.

810. How does it appear that that is a half-year's expense?—It is intituled, "A Return of the Expenses incurred by the Admiralty in the year ending the 31st of March 1841, with reference to the Post-office Contract Packets." The Return stands thus under the general head of "Packets between the British Isles and the Colonial or Foreign Countries, or between one colony or foreign country and another;" there is "Falmouth and Alexandria, from 1st of September 1840," (which to 31st of March 1841, is six months) "20,910*l.* 14*s.* 3*d.*"

811. When was the contract entered into with the Oriental Company?—That I do not know.

812. Was it not on the 1st of September 1841?—I am not aware.

813. Mr. *Cripps.*] Do you mean that if the whole contract from Falmouth to Alexandria is 40,000*l.*, a saving may be effected of 30,000*l.* by the Post-office not availing itself of those packets between Falmouth and Gibraltar; is that a short statement of your position?—That is a short statement of my position, with this addition; that I was not aware of that which has been adverted to, but which is not as yet distinctly stated, that the mails which go through France are conveyed from Malta to Alexandria by this same line.

814. Mr. *Escott.*] Was the alteration in the Mediterranean mails any part of your original plan of penny postage?—No, it was not. With reference to a question just put, I beg to state that, in addition to the sum to which I have referred, there was an expenditure of 60,000*l.* in that same year for packets in the Mediterranean, managed by the Admiralty.

815. Mr. *Cripps.*] With reference to Paper No. 2, has the number of General-post letter-carriers in London been increased or diminished since the introduction of the penny postage?—I do not think there has been any material increase, but I cannot speak positively to the point.

816. Has the saving of time effected by the non-payment of letters on delivery, occasioned the duty to be performed in much about the same time as formerly, notwithstanding the increased number of letters, or is the delivery now

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now completed in a much less time than it was?—No, the delivery occupies more time than it did, at least such was the case when I was at the Treasury; I have not had an opportunity of knowing what it has been since.

817. And there are about the same number of letter-carriers?—Yes.

818. Mr. *Bramston.*] How do you account for that; money not being now taken?—There is a good deal of postage still collected at the doors, especially in London, where the foreign letters form a larger proportion of the whole postage; but my opinion is, that great savings may be effected there also, by the Post-office addressing itself to the public. If the Post-office would recommend to the public to have letter-boxes at those doors which are not usually kept open, and more especially if the Post-office would accompany that recommendation with information that certain parties would construct those letter-boxes at a cheap rate, I cannot but think that many persons who are at present unprovided would set them up, and that in that way the deliveries would be greatly facilitated.

819. Mr. *Wallace.*] Are such letter-boxes common in London?—They are by no means common as yet.

820. Mr. *Ricardo.*] Do you think there is any possibility of compelling persons to provide letter-boxes at their doors?—I think that if the Post-office were to adopt the means which I have just recommended, a great number of persons would set up letter-boxes, and that in a short time public opinion would begin to operate upon those who did not set up letter-boxes; that a person living at No. 2, for instance, finding that the letter-carrier was detained at No. 1, would very soon complain that No. 1 did not set up a letter-box, and in that way a public opinion would be formed which would justify the Government in enforcing the regulation, not I think by penalty, but by other means I could suggest.

821. Mr. *Wallace.*] Are you aware that private letter-boxes have been adopted very generally in the city of Edinburgh, having a brass plate in front of them, and the operation of putting the letter into the box by the postman ringing a bell, which strikes one stroke and makes a sound distinct from the door-bell?—I was not aware that those boxes had been generally adopted in Edinburgh; there are many in London; I have one at my own house.

822. If you were informed that such letter-boxes were very common among men of business in Edinburgh, you would consider that, in accordance with your idea, it is likely, if further means are taken, to be done to the same extent in London?—I should consider it a confirmation of what I have stated, that by a little exertion on the part of the Post-office they might be made more general.

823. Are you aware that parties find it more pleasant to have their letters thus deposited, than by having their door-bells rung?—I think that probable.

824. Mr. *Escott.*] Of what profession are you?—I am not in any profession at present.

825. Have you ever been in any profession?—Yes.

826. What?—I was once a schoolmaster. Previous to my going to the Treasury I was engaged, I think, about four or five years as secretary to the Colonization Commissioners for South Australia.

827. Were you secretary to the Colonization Commissioners after you ceased to be a schoolmaster?—Yes.

828. Where were you schoolmaster?—At a school called Hazelwood, near Birmingham, for some years, and afterwards at Bruce Castle, Tottenham.

829. How long ago did you leave the school at Bruce Castle?—I think it was about the year 1833 or 1834; I think 1834.

830. When did you first turn your attention to the Post-office?—I have thought about Post-office improvements for 20 years or more.

831. That was a subject which occupied your attention while you were engaged in the profession of a schoolmaster?—To a small extent.

832. When did you first turn your attention to it with a view to the formation of any improvements?—In the year 1836.

833. Were you then in communication with other persons who had great knowledge of the Post-office?—The first thing I did was to read very carefully all the Reports upon the subject; I then put myself in communication with the Honourable Member for Greenock, who very kindly afforded me much assistance.

assistance. I then applied to the Post-office for information, with which Lord Lichfield was so good as to supply me. Those were the means I took to make myself acquainted with the subject.

834. How did your connexion with the Treasury originate?—I received a note from Mr. Baring, desiring that I would call at his office in September 1839, soon after the passing of the Postage Act.

835. Mr. *Baring.*] You were, as you state, secretary to the Colonization Commission for a certain number of years; how long were you there?—I think it was four or five years.

836. What salary did you receive when you were there?—I received a salary of 500 *l.* a year.

837. Of course you abandoned that when you came into the Treasury?—Yes.

838. Supposing you had continued in that office, what do you suppose would have been your condition now?—It is of course very difficult to say; I know, from a communication I received from the Commissioners after I quitted their service, that I was so fortunate as to possess their esteem. I have reason to believe also, that my services were highly valued in the Colonial Office; perhaps it is not too much to hope, that had I continued connected with that Commission, I should have been one of the present Commissioners for the management of Colonization.

839. You have been asked about the origin of your connexion with the Treasury; had you any personal acquaintance with me till then?—I never had the honour of seeing Mr. Baring till I waited upon him in September 1839, in consequence of the note I received.

840. Are you aware whether, in addition to other communications from other gentlemen who took an interest in your plan, I had a communication with some of the Commissioners under whom you had served in the Colonization Commission, and that it was partly in consequence of the high character I received from them, that I requested your services?—I am aware that those communications took place.

841. *Chairman.*] The first proposal was, that you should receive the same amount of salary at the Treasury you had received in your former situation?—It was; the whole facts appear in the correspondence which has been published.

842. Mr. *Denison.*] Is there any other matter you have to communicate to the Committee?—I should wish to say, with reference to the estimates which have been the subject of consideration to-day, that the accuracy of those estimates, of course, is very much a matter of opinion. I can only say, that the subject of Post-office improvement has occupied my mind pretty nearly night and day, for the last seven years; during which time, I have given to the subject a great deal of thought and observation; and from a course of thought which it would be impossible to analyse, I trust I may be permitted to say, without presumption, that I have acquired some power of arriving at just conclusions connected with this subject. It has happened in numberless instances that calculations which I have formed, without a tithe of the experience I now possess, have turned out to be correct, even when opposed to high authority. While I was at the Treasury I never shrunk from the responsibility of making suggestions founded on the experience which I had gained, and in no case wherein my opinion was acted upon has the result been unfortunate. I can assure the Committee, that I have never relied on my own judgment, except where the nature of the case did not furnish any other ground for the conclusion to which I arrived. I am not aware that there are any other matters with which I need trouble the Committee. I presume that if my statements should be controverted by the gentlemen from the Post-office, the Committee will consider me entitled to an opportunity of being re-examined upon them.

*Veneris*, 21° *die Julii*, 1843.

MEMBERS PRESENT.

| | |
|---|---|
| Mr. Baring. | Mr. Hawes. |
| Mr. Bramston. | Mr. Wilson Patten. |
| Sir George Clerk. | Mr. Ricardo. |
| Mr. Beckett Denison, | Mr. E. Tennent. |
| Mr. Escott. | Mr. Trotter. |
| Mr. Gibson. | Mr. Wallace. |

SIR GEORGE CLERK, Bart. in the Chair.

*Rowland Hill*, Esq. called in; and further Examined.

*Rowland Hill*, Esq. 21 July 1843.

843. *Chairman.*] THE Committee are informed that you wish to make an explanation of a part of your evidence?—I am desirous of taking the first opportunity of requesting permission to withdraw from the estimate of savings, which now amounts to 276,000 *l.* per annum, the sum of 30,000 *l.*, stated at page 90 of my evidence as arising from a new arrangement for transmitting part of the Indian correspondence. In consequence of what occurred at the last day's examination, I felt it my duty to make further inquiries on the subject, which have satisfied me that I had been misinformed as to the services performed by the Admiralty packets, and that they do not, as I had understood, convey the direct India mail between Malta and Alexandria, as well as between Malta and Marseilles. Still I think it possible to save this sum of 30,000 *l.* a year by other means; and should a further investigation of the subject confirm this opinion, I shall ask permission on a future occasion to submit my views to the Committee. In the meantime, I beg to reduce the estimate of practicable savings to the sum of 246,000 *l.* per annum.

Lieutenant-Colonel *Maberly*, called in; and Examined.

Lieutenant-Colonel *Maberly*.

844. *Chairman.*] HAVE you had an opportunity of considering the suggestions made by Mr. Hill for the further improvement of the Post-office, which were submitted to the First Lord of the Treasury by the London Commercial Committee on Postage, in the month of January last, and which are detailed in pages 35 and the following pages of Mr. Hill's evidence before the present Committee?—I certainly have.

845. Do you consider that it would be expedient to make the collection and delivery of letters in London every hour, instead of once in two hours as at present?—The whole question is a question of expense, and was so treated by the Postmaster-general.

846. Would it be practicable to increase the number of deliveries in London, with the present force of letter-carriers and sorters, if the two corps of the General-post and District-post letter-carriers were united?—It seemed to us certainly not.

847. Will you state to the Committee what were the objections to such an union or combination of those two descriptions of letter-carriers?—There is no difficulty in the consolidation of the two offices; it is all a question of expense. Mr. Hill has considered the question in an economical point of view; he has considered that a saving could be effected by a union of the two corps. We (when I say "we," I am speaking more particularly of myself, the superintending president of the Inland-office, and the superintending president of the Two-penny Post-office) have always considered that it was impossible to consolidate these two offices without a great increase of force, which increase of force would lead consequently to an increase of expense. The question, therefore, was, whether

ther the increased advantage to the public would compensate for the additional expense which the public had to incur. I should here explain, that in Mr. Hill's proposition for hourly deliveries, he did not understand by his hourly delivery that a letter posted, for example, at Pimlico, should be delivered within the hour at Whitechapel, but that he merely intended that a letter posted at Pimlico should be delivered within the Pimlico district; the consequence of which is, that a question would arise as to how many of the general mass of letters posted at a particular office, are posted within that district in which the hourly delivery is to take place. That proportion is exceedingly small; the consequence is, that the mass of letters not being intended for the hourly delivery, what he calls the hourly delivery, the great mass of letters would not be an hourly delivery, but every two or three hours; much the same as under the present system. The Committee will also see, that an hourly delivery simultaneously throughout the metropolis, is almost a physical impossibility; a letter, for instance, addressed beyond Whitechapel, posted at Pimlico, must be collected first of all by the letter-carriers; it must be then conveyed by the letter-carriers to the district office, and then to the General Post-office, to be sorted there; the sorting itself will take some time; it then has to be despatched to the district office at Whitechapel; it has there to be taken out by the letter-carriers, and to be delivered; the collection will occupy ten minutes or a quarter of an hour at least; the transmission from Pimlico (I am merely assuming places well known to the Committee), the transmission from Pimlico to the General Post-office will occupy 20 minutes or nearly half an hour; the sorting will occupy 20 minutes at least; the despatching again will occupy a quarter of an hour or 20 minutes; the delivery again, if situated in the middle of a walk, will occupy another 20 minutes; so that from the time of the posting of that letter at Pimlico, till it reaches its destination at Whitechapel, more than an hour is consumed; consequently the posting a letter every hour from one part of London to another part of London is impossible.

848. It is stated by Mr. Hill, in page 35, that the time ordinarily required to send a letter and receive a reply, between one part of London and another, is between seven and eight hours; and that, if the arrangement proposed by him were adopted, the time necessary for an exchange of letters would probably be reduced by one-half, namely, to between three and a half and four hours?— I cannot give an answer to that without working it out practically; but the objection which we always felt to Mr. Hill's hourly delivery by districts was this, that the comparative number of letters addressed to places within the district was very small, as compared with the mass of letters posted at offices within the district; that the idea of an hourly delivery was a bait held out to the public that they would get their letters within an hour, when, in fact, they would only get their letters within the hour within that district for which the letters were posted, and then only those letters posted at offices within the district, and addresed to places within the district. I would rather leave these details to the superintending president of the Twopenny-post, as my duty is rather that of general superintendence, and this is a particular department with which I am not so intimately acquainted as that officer is; but I state general reasons which have decided me in my objection against the plan; that was one; and there are also others. The Committee, perhaps, will allow me, in illustration of this, to give a Return which was made for me some time ago, for three district offices; a Return for three days of the total number of Twopenny-post letters posted at the receiving-houses within the districts of Charing-cross, North-row, and Portland-street; dated January 1843. The total number of Twopenny-post letters posted at the receiving house at Charing-cross was 23,533; the number of letters posted for delivery at places within the Charing-cross district, out of 23,533, was only 3,255. In North-row the numbers were 19,316 posted altogether; the number of letters posted for delivery at places within that district were 2,312. At Portland-street the total number of letters posted was 15,422; and the number of letters posted for delivery within the district was 1,281. By a Return kept the other day for me, for the purpose of this Committee, the number posted at the Stepney Branch-office was 6,260, of which 731 only are for the district itself; at Southwark Branch-office, 7,404, of which 498 only were for the district itself.

[*The Paper was read as follows:*]

Lieutenant-Colonel *Maberly.*

21 July 1843.

RETURN for Three Days of the Total Number of Twopenny-Post Letters posted at the Receiving Houses within the Districts of Charing-cross, North-row, and Portland-street, showing what Portion of these Letters were intended for Delivery at Places within each respective District.

| DISTRICTS. | Total Number of Two-penny Post Letters posted at the Receiving Houses in each District. | Number of Letters posted for Delivery at Places within each District. |
|---|---|---|
| Charing-cross - - - - - | 23,533 | 3,255 |
| North-row - - - - - - | 19,316 | 2,312 |
| Portland-street - - - - - | 15,422 | 1,281 |
| Total - - - | 58,271 | 6,848 |

Twopenny Post-office,
10 January 1843.

*Boundaries of the above Districts.*

The Charing-cross district is bounded on the north, from Hyde Park-corner to Old Bond-street, by Piccadilly, and by Oxford-street from the corner of New Bond-street to High-street St. Giles, but does not include any part of Oxford-street; on the east it is bounded by St. Giles and Drury-lane, to Temple-bar and Essex-street to the Thames; on the south it is bounded by Lambeth, from the Obelisk to Princes-street, near Vauxhall-bridge; and on the west by Vauxhall-bridge Road to Pimlico, Buckingham Palace, and Hyde Park-corner. The district includes all the streets and places within this boundary.

The North-row district is bounded on the north, from Victoria Gate, by Oxford and Cambridge Terraces, by Southampton-row, Middlesex-place, Boston-street, and by the Regent's Park to Hanover Gate; on the east it is bounded by the west side of Regent's Park, by High-street Marylebone, Welbeck-street, Vere-street, and by New and Old Bond Streets; on the south by Piccadilly, from Old Bond-street to Hyde Park-corner, and by Pimlico from Vauxhall-bridge Road to Sloane-square; and on the west by Sloane-street to Knightsbridge, including the Green, and from thence by Hyde Park to Victoria Gate; and includes all the streets and places within this boundary.

The Portland-street district is bounded on the north by the east side of the Regent's Park, by Camden Town and Somers' Town exclusive, and by the New-road to St. Pancras New Church; on the east by Woburn-place, Russell-square, Southampton-row, and by King-street to Holborn; on the south it is bounded by Holborn, St. Giles, and Oxford-street, to Vere-street; and on the west by Vere-street, Welbeck-street, and High-street, Marylebone, to the New-road; and includes all the streets and places within this boundary.

A similar Return for the Districts of Stepney and Southwark.

| DISTRICTS. | Total Number of Two-penny Post Letters posted at the Receiving Houses in each District. | Number of Letters posted for Delivery at Places within each District. |
|---|---|---|
| Stepney - - - - - - | 6,260 | 731 |
| Southwark - - - - - - | 7,404 | 498 |
| Total - - - | 13,664 | 1,229 |

The Stepney district commences at Whitechapel Church, and includes the Whitechapel and Mile-end Roads to Bow, with Blackwall and Poplar, and is bounded by the Thames from Blackwall to St. Katharine's Docks.

The Southwark district includes Southwark generally, with Bermondsey and Rotherhithe.

849. Does the system of having two separate corps of letter-carriers for the delivery of general-post and district letters prevail in any other large town in the United Kingdom?—Certainly not.

850. Does it prevail in every part of the metropolis itself?—No, only in a portion; that portion which is technically called London, which is distinguished in the plan by the blue line; the north-west of Regent's Park is the boundary; then the Regent's Park Barracks; from thence it comes down to the New Road, and seems to run all along the New Road down to the Regent's Canal; and from thence it takes rather an irregular line down to Whitechapel Road and Mile End Road; it runs to Bancroft's Almshouses, and the East London Cemetery at the end of the Mile End Road; it then runs south to the Thames, which it crosses short of the West India Docks; it runs through the Commercial Docks, and from the bottom of the Commercial Docks; it runs across from east to west to a point where a proposed bridge is to be erected near Lambeth Palace; the boundary is then the river to the Grosvenor Canal; it follows the Grosvenor Canal at the end of Willow Walk; it then runs up to Brompton Grove Terrace; it crosses the Park by the lower bridge over the Serpentine; it runs across the Park through St. George's-row, a continuation of Connaught-square, by an irregular line up to the Regent's Park again. Within that line both the general and twopenny-post letter-carriers deliver; thus going over the ground twice, as represented truly by Mr. Hill.

851. Does it not frequently happen, that at the time of the morning delivery the general-post letter-carrier and the district-post letter-carrier are delivering letters in the same street and at the same house, at the same moment?—It may be so.

852. Would there not be a great saving of trouble and time if the same individual were to deliver both descriptions of letters, the two being occupied in different parts of the same walk?—That might be done as far as that particular delivery was concerned. I was myself in favour of consolidation when I entered office; I felt very desirous of effecting a consolidation of the two corps; it was a favourite plan of mine, but I yielded to others who were more practically acquainted with the subject. The question was how we should sort the newspapers in the evening, if we occupied the letter-carriers in the evening in delivering letters at the time they were wanted to sort newspapers. There must be an additional force to sort newspapers; it therefore became a question of economy as to whether we should sort newspapers with our present letter-carriers, or employ another corps of individuals to sort the newspapers, instead of those letter-carriers whom we employed in a different duty; namely, in those hourly deliveries contemplated by Mr. Hill.

853. In consequence of those representations so made to you, and your further acquaintance with the minute details, you saw reason to change that opinion which you originally held, as to the expediency of a consolidation of the two corps of letter-carriers in London?—Certainly I did. After sifting the reasons put to me against my own previous opinion, I yielded, thinking those reasons were founded in justice.

854. Can you state the extent of the increase in the number of letters delivered by the district post in London; have they increased in the same ratio as general post letters?—I think not; as far as I recollect the relative number of the twopenny and general post, the one has about doubled, and the other nearly trebled; but the Returns will best show that.

855. In point of fact, the charge upon many descriptions of letters sent by the twopenny post is higher than it was before the introduction of the penny-post system?—Certainly; that point was discussed at the time of the penny postage. Mr. Hill, Mr. Peacock, and myself, and the late Chancellor of the Exchequer, were present, and that point was put to them, and it was decided that there should be no variation between the general and the district rate. Under the old system of twopenny post, there was no variation up to four ounces.

856. What do you suppose would be the effect of a reduction of rate on the district-post letters, from the present rates to 1*d.* for two ounces, and 2*d.* for four ounces, and to increase in that proportion afterwards?—I can form no estimate upon that subject.

857. Would it not be a departure from the general principle of the Penny Postage Act, which went to impose an uniform rate of duty upon letters, according to their weight, totally irrespective of the distance to which they should be conveyed?—

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conveyed?—Of course it would be a derogation from the principle of uniformity, inasmuch as it would establish a difference between the district post and the general post; and therefore a letter of the weight of two ounces, if forwarded by the district post, would be subject to half the postage to which it would be subject if conveyed by the general post; the uniformity, therefore, would be sacrificed, and the two classes of letters subjected to two different rates. With regard to distance, I do not see any difference in the principle.

858. Soon after the introduction of penny postage, the hours to which the boxes at the receiving houses remained open were altered?—Yes, they were closed at an earlier period, in order to obviate the inconvenience which it was supposed would arise from the pressure of parties in posting the increased number of letters.

859. Will you state what was the change in point of time?—I am afraid I cannot at the instant, the changes have been so many.

860. Can you state what is the hour to which the boxes now remain open at the receiving houses of the branch post-offices?—At Charing-Cross, Cavendish-street, and the Borough, they are open for the reception of letters without fee till six P. M., and till 6. 30. with a fee of one penny per letter; but the changes have been so numerous I should much prefer putting in what is the actual state from the notices, inasmuch as I cannot carry all these matters in my recollection, but that I believe to be the present regulation; I believe Mr. Hill's statement to be perfectly correct.

861. Have any additional deliveries of letters taken place in the suburbs of London lately?—There was a fifth delivery established in all great places within a circle of six miles, in August 1842.

862. Will you state what were the deliveries in the suburbs previous to August 1842, and at what hour of the day that additional delivery was introduced?—I would rather leave these details to the superintendent of the twopenny post; he has had the chief management of the twopenny post; I am not so familiar with that as with other branches of the service; but the twopenny-post regulations will show what those were; my own impression is, that there were four; the fifth delivery was established at an expense of little more than 3,000 *l.* a year. I know that the fifth delivery met that argument of Mr. Hill's, which was put forward with a great deal of force in his pamphlet, namely, the inconvenience to a tradesman residing at Hampstead, that he was not able after three o'clock to notify to his family that he should not be able to return home that night. He has now an opportunity of notifying that to his family till about half-past four, the letter being delivered at eight o'clock.

863. Has there been any great increase of letters to those suburban districts in consequence of that fifth delivery?—I have no means of stating that; I can give the Committee the Returns of the penny post since that time, if it is desired.

864. Have any measures been recently adopted for increasing the number of the rural post-offices?—A measure was decided on by the Chancellor of the Exchequer the other day, which laid down this principle, that in all cases where places had 100 letters a week despatched to them, they should then have a post-office at the public expense; that plan is now being acted on.

865. Have any additional post-offices been established under that regulation?—It is now carrying into operation.

866. Can you state precisely the regulations under which those additional post-offices are established?—The regulation is, that where it is clearly ascertained that any place has 100 letters a week despatched to it, a post-office is set up at the public expense; there are a great number of applications now before the Post-office for such offices; and these applications, of course, if they come within the regulation, are granted, and posts are setting up now as fast as possible where we know that the places receive 100 letters in the course of a week; that is, where they come within the regulation. The regulation is being carried into effect as fast as possible.

867. What number of offices have been established?—The decision has been made only about six weeks; some have been established; but I cannot state the number which have been established hitherto.

868. What is the number of applications that has been made in consequence of the publication of that regulation?—Up to May 1842, the return before me states that 96 posts were applied for but not established, certain guarantees being refused. Before Mr. Hill's penny post, we were in the habit of setting up posts wherever, by the additional penny which was then charged from the post-town

to

to the penny-post, and from the district which had the penny-post back again, the produce of the postage amounted to two-thirds of the expense of setting up the post. At the time of Mr. Hill's penny post coming into operation, the Committee will see that the penny being uniform, and the Post-office being bound to carry the letter no further than the post-town, the department would have been subjected to the whole expense which would have been incurred in the conveyance of the rural-post letters from the post-town to the place which was to be established as a rural post; consequently a great burden would have been thrown upon the country. The late Chancellor of the Exchequer, my honourable friend, to whom I pointed out the great expense that would be produced, desired me to communicate with the Postmaster-general, and to request that no more rural posts should be established until the Treasury could come to some decision, and lay down some general rule upon the subject; that decision was postponed from time to time, till at last a Treasury Minute was sent to the Post-office, laying down a rule for the establishment of rural posts, founded on a principle of having a post in each registrar's district. The Government having been changed immediately afterwards, the Post-office was proceeding upon the system which was laid down in the Treasury Minute, when, in some of the last steps before the final orders were issued, it became my duty to lay the subject before the Postmaster-general. On looking into the operation of it, he thought that it would be expensive, and desired me to suspend it till he could consult the present Chancellor of the Exchequer upon the subject. The present Chancellor of the Exchequer, on going into it, thought with the present Postmaster-general, that the plan would be much more expensive than was originally contemplated, and required further information; the consequence was, the subject was further suspended till a short time ago, when, on looking further into the matter, he determined not to adopt the decision of his predecessor, but to adopt the regulation I have just pointed out to the Committee; that wherever a village or hamlet, or walk through which the postman should go, should have 100 letters addressed to it, that district should be entitled to a post at the public expense, and such at present is the regulation of the department, which is carrying as fast as possible into effect. At the origin of the penny post, it was obviously necessary to discontinue setting up these rural posts, inasmuch as a very great expense, with no return, would have been thrown upon the country, and of a description not contemplated at the time of the penny post. My honourable friend, the late Chancellor of the Exchequer, therefore determined that he would look thoroughly into the question, until he could come to some decision upon the subject; but our opinion, the opinion at the Post-office I mean, always was, that the rule should be, the number of letters going to the place; and on this ground, that if the places had no letters addressed to them, there was no want of accommodation for which it was desirable to provide a penny post. My honourable friend, the late Chancellor of the Exchequer, thought differently; he thought that the rule should be, area and population; the extent of the country and the population combined; and after a great deal of consideration, he fixed on registrar's districts. The present Postmaster-general and the Chancellor of the Exchequer, on looking into the subject, thought the proposition of my honourable friend, the late Chancellor of the Exchequer, would be more expensive than he had originally contemplated, and on fully going into the subject they decided again in favour of my view, the amount of correspondence at the particular time; they decided in favour of a system which should have regard only to the number of letters, and not the amount of population, or the surface over which that population was spread.

869. Mr. *Baring.*] In your first answer you stated that the Post-office was carrying into operation the Minute of August 1841, and that it was in consequence of something which occurred in some of the last steps, rendering it necessary to take the opinion of the Postmaster-general, that it was stopped; are you correct in that statement?—I am afraid I did not explain myself sufficiently. The Right honourable Member will be fully aware it was not sufficient to issue the order; there was a great deal of detail necessary previously to carrying the Minute into operation. The first step was, that we should know what the registrars' districts were, which no one knew at that time; at this moment I believe the precise limits of the registrars' districts are not known; for I have had occasion to ask the Registrar-general, and he told me he was unable to give a list. In consequence of not knowing the limits of the districts, it became necessary to

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construct a map; for that map it was necessary to go to the Treasury; I believe that a cost of 300*l.* or 400*l.* was required. When that map was constructed under the superintendence of the Post-office and Mr. Hill, it was made in such districts as should render it capable of being used by the surveyors of the Post-office when they were directed to set up posts; I think that it was on the occasion of the final order, when it was about to be sent down to the districts to the surveyors in order to its being carried into effect, that Lord Lowther looked into the subject, and conceived it would cause considerable expense, and determined to do nothing in it until he had consulted the Chancellor of the Exchequer; it was almost on the final step of carrying the measure into execution, as far as the instructions to the surveyors were concerned, when it became necessary to refer it, as a matter of course, to the Postmaster-general for authority to send it down, that his Lordship looked into the subject, and thought it much more important than it had been hitherto considered, and determined to do nothing until he had had an opportunity of consulting the Chancellor of the Exchequer upon the subject.

870. *Chairman.*] Immediately on the establishment of the penny-post rate, you were directed by the Chancellor of the Exchequer to discontinue setting up local post-offices in the country?—Yes.

871. Was it not understood that they should be established on the parties undertaking to pay the whole of the additional cost?—I pointed out to my honourable friend, the late Chancellor of the Exchequer, that, as it was wholly a question of expense, it was only fair to preserve the old system under which parties had an opportunity of having a post, if they would guarantee the expense of setting it up; that was abolished under the new law; but we applied to the Treasury for permission, and they very properly, I think, sanctioned the application.

872. Will you state what applications were made for rural post-offices since the establishment of the penny-post rate, up to May 1842?—One thing which contributed to the delay was this, that the Postmaster-general decided that he would test the system of the registrar's districts, by taking three average districts: he took the northern, the midland, and the eastern districts of England, as districts being average districts, rather perhaps favourable to my honourable friend's plan than otherwise, inasmuch as they are not mountainous; he tested it by taking the first 10 places alphabetically on the list of those three surveyors' districts. The result of those three districts was this: the total expense of 10 posts in the northern districts, a post set up in 10 places, was 343*l.* 19*s.* 6*d.*, giving the average expense of each post of 34*l.* 8*s.*; in the midland districts the expense of 10 posts was 453*l.* 4*s.*, the average expense of each post 45*l.* 6*s.* 5*d.*; in the eastern district the total expense of nine posts, the tenth being in the city of Norwich, was 327*l.*, and the average expense of each post was 36*l.* 7*s.* In the Treasury Minute I think the average expense of each post was stated at 20*l.*; the difference, consequently, between the Treasury Minute and the post, in the three districts, was very considerable, and it naturally led the Postmaster-general and the Chancellor of the Exchequer to look further into the subject.

873. Mr. *Baring.*] What would be the expense of establishing a post-office in each district, carrying into effect the Treasury Minute of 1841, as it appeared on any calculations subsequently made by the Post-office?—It appeared that the expense of establishing a penny post was from 30*l.* to 35*l.*, upon the average. I can state the average expense of a good number, if it is wished. The expense of 96 posts, applied for but not established (guarantees being refused), from the time the penny post came into operation, the old penny-post system, up to May 1842, the total expense, as I have it in my returns, is 2,889*l.*; the average expense of each post 30*l.* 2*s.* Fifty-eight posts were applied for, and established under guarantee, up to July 1842; the expense of those 58 was 697*l.*; the average expense of each, 12*l.* Then from the time of the introduction of the penny postage, to two months ago, there were 82 posts applied for. The total expense of 82 posts, established or to be established under the present regulation, would be 2,455*l.*; the average expense of each post 29*l.* 18*s.* There were about 200 applications between the cessation of setting up those posts and the time when the present Chancellor of the Exchequer decided on adopting this regulation; of those 200 posts, 96 were refused, and there are 82 which come under the new regulation; the average expense of which will be 29*l.* 18*s.*

874. What

874. What applications have you received since the adoption of the Chancellor of the Exchequer's regulation?—We are proceeding to establish the 82 posts, and are receiving fresh applications every day; and in those cases which we know at all to be pressing cases, we direct the surveyors to inquire into the cases immediately.

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[*The Return was delivered in, and is as follows*:]

STATEMENT of TOTAL and AVERAGE EXPENSE of Rural Posts.

*The Registrars' Districts, in each of Three Surveyors' Districts.*

| | | | |
|---|---|---|---|
| NORTHERN DISTRICT: | | | |
| Total Expense of 10 Posts | £. | 343 | 19 6 |
| Average Expense of each Post | | 348 | – – |
| MIDLAND DISTRICT: | | | |
| Total Expense of 10 Posts | £. | 453 | 4 – |
| Average Expense of each Post | | 45 | 6 5 |
| EASTERN DISTRICT: | | | |
| Total Expense of 9 * Posts | £. | 327 | 6 – |
| Average Expense of each Post | | 36 | 7 – |
| Total Expense of 29 Posts | £. | 1,124 | 9 6 |
| Average Expense of each Post | | 38 | 15 6 |
| Total Expense of 96 Posts applied for, but not established (guarantees being refused), up to May 1842 | £. | 2,889 | 15 8 |
| Average Expense of each Post | | 30 | 2 – |
| Total Expense of 58 Posts, established under guarantee, up to July 1842 | £. | 697 | 17 6 |
| Average Expense of each Post | | 12 | – – |
| Total Expense of 82 † Posts, established or to be established under the present regulation | £. | 2,445 | 13 8 |
| Average Expense of each Post | | 29 | 18 11 |

* The tenth being in the city of Norwich.

† Some of these are included in the 92.

875. *Chairman.*] How many of such offices have been established?—I cannot state precisely; most probably very few; it is a work of time. The first thing to do, in the cases of those who have been refused, is to have a fresh return of letters kept, in order to see whether, in consequence of any increase, they come within the rule or not; then we should compare that with the former returns. There were two or three cases which came before me a short time ago, where there were 34 or 36 letters two years ago, and where, they now state, there are 96; but how far any were sent for the purpose of obtaining the post we could not tell. They were not cases, as it appeared to us, deserving to come within the rule. The first thing to ascertain is, that the places applying for a post are fairly within the limits laid down by the Chancellor of the Exchequer, and that the case is not got up for the purpose, but that it is a place affording the number of letters which brings it within the rule.

876. Are you able to state what number of additional posts may be established under this rule?—A very great number.

877. Can you give the Committee any idea what number will come within that rule?—It is perfectly impossible; some thousands.

878. Will it exceed the number of registrars' districts without a post, which are stated at 400?—I believe the number of 400 was only assumed, without calculation; I do not think it was the actual number. In addition to that, there is all Ireland and Scotland.

879. When guarantee-posts have been established, will the parties be relieved from such guarantee in case there shall appear to be more than 100 letters a week despatched or delivered at that post-office?—Certainly.

880. What measures are taken to ascertain the number of letters which may be sent to or from any particular village which has not a post-office at the present moment?—The post town under which that village is, has orders to make a return for a week of the number of letters despatched to that place.

881. When was the regulation made?—I think it was either in May or June; I do not think it is at present generally known.

882. When you stated that the expense of those posts, in several of those districts which were inquired into, amounted to about 30*l.*, what is the nature of the items which you include in calculating the expense of establishing a new post-office?—

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post-office?—It varies according to the situation of the post-office; the general expense of a rural post-office is the expense of a messenger to and from the post town where the letters centre, and also the expense of receiving-houses. Sometimes, if there are two villages, two receiving-houses are necessary; but there are the weekly wages of the messenger and the salary of the receiver. In some cases it happens that it is much cheaper; if it is on the line of a mail-cart or a mail-coach, where the mail-coach has an opportunity of stopping for sorting duty at the post town near which it is, then the expense is frequently only 5*l.* or 6*l.*; but the Committee will see that in most of those cases where penny-posts can be set up cheaply, they are already set up under the old system; so that the expense of the penny-post system has to come, inasmuch as the greater part of the cheap penny-posts were established under the old system.

883. Have any measures been taken to make it generally known that the inhabitants of any village may have a post-office established, if the letters delivered in that village amount to 100 a week?—No other measure than the declaration of the Chancellor of the Exchequer in Parliament.

884. Have any additional day-mails been established within the last two years, to or from London?—The Cambridge, I think, is the only one which has been established within that time. Since the 1st of July 1838, a great number have been established; and I take the 1st of July, inasmuch as Mr. Hill closed his evidence before the Committee on Postage at that date; so that he had no right to calculate on the facilities which have been subsequently given as part of his plan, except so far as he previously stated them to that Committee.

885. What number of day-mails have been established since that date?—Since the 1st of July 1838, there have been established day-mails to Dover, to Portsmouth, to Southampton, to Bristol, to Cheltenham, to Gloucester, and to Cambridge.

886. Have you the dates at which those several day-mails were established?—No, but I can easily furnish them; but they were established under the sanction of my honourable friend the late Chancellor of the Exchequer, who carried into effect a great number of those improvements, with the exception of the Cambridge mail, which was established by the present Postmaster-general, Lord Lowther.

887. Are they now established on all the principal roads leading out of London?—On nearly all; I should say all, except the eastern counties, Norwich. It has not hitherto been established to Norwich, because we could not reach Norwich in sufficient time to make the accommodation available.

888. At what hour in the day do those day-mails reach London?—They reach London generally about half-past one, so as to be at the Post-office at about two, which gives a delivery in the City at three, so as to enable merchants, bankers, and others engaged in business to act upon their contents before the hours of business close. Two mails, however, come in at five and half-past five. I think the Dover mail comes in late, and the Cambridge mail comes in late; originally they all came in late, with the exception of the Southampton; and the reason of that is, that they were carried by mail-coaches and not by rail-roads, and the distance was such that they would have to have started very early in the morning, so that they would have had no traffic at all if they had been brought in at an early period of the day; necessarily, therefore, they came in late.

889. Can you state at what time the Birmingham day-mail is despatched from Birmingham?—It leaves Birmingham at half-past eight.

890. Does it appear at what time the letter-box is closed at Birmingham?—No; but of course the day-mail to Birmingham is of little practical use; a place where you can post letters till 10 or 11 o'clock at night, does not want to write letters between 10 o'clock at night and eight in the morning; it was never established for Birmingham.

891. Would it be of more use to the inhabitants of Birmingham if that mail were despatched at 11 or 12 o'clock, so as to reach London between five and six?—Of course it would, as it respects Birmingham, but you would sacrifice Ireland and Scotland. This is a mail answering the purpose of Ireland and Scotland, and also of Birmingham; if you like to sacrifice Ireland and Scotland to Birmingham, you have an opportunity of doing so, but it would be in my opinion a very unwise proceeding.

892. Are there a considerable number of letters for London received by the day

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day mails?—A very great number. I have the Return here. This is a Return I had made out in consequence of a suggestion of Mr. Hill, which came to us from the Treasury, proposing that the main day-mail, which is the mail from Ireland and Scotland, should be brought in at five instead of half-past one. This is a "Return showing the total number of letters brought by the Birmingham day-mail to London, distinguishing the number delivered by General-post and by Two-penny post from the Forward letters, for one week, ended 31 October 1842." The total number is 46,041 brought into London in the week: delivered by general post, 11,158; delivered by twopenny post, 17,329; forward letters, 17,554. Therefore there were delivered in London, 28,487; the letters accelerated only, were 17,554; then of those letters about 8,500 were letters from the interior of Ireland; 3,500 were delivered by the general post, and 5,000 by the twopenny post. The Committee will understand that the circulation from the interior of Ireland, with the exception of Dublin and back, is by that day mail; therefore they do not remain in Dublin above one or two hours, and they save 12 hours or more in London by coming by the day mail instead of by the next morning delivery; consequently the good to the interior of Ireland by bringing in this day mail at half-past one is immense; it saves the difference between two o'clock in the day and six the next morning. The Irish forward letters are 6,000; so that of those 46,000, 15,000 are letters from Ireland.

[*The Returns were delivered in, and are as follow:*]

Inland Office, 1 November 1842.

RETURN showing the Total Number of LETTERS brought by the *Birmingham* Day Mail to *London*, distinguishing the Number delivered by General Post and by Twopenny Post from the Forward Letters, for One Week, ended 31st October 1842.

| Date. | Delivered by General Post. | Delivered by Twopenny Post. | Forward Letters. | Total. |
|---|---|---|---|---|
| 1842: | | | | |
| October - 25 | 1,077 | 3,073 | 3,093 | 7,243 |
| — - 26 | 1,671 | 3,385 | 3,478 | 8,534 |
| — - 27 | 2,453 | 2,870 | 2,632 | 7,955 |
| — - 28 | 2,473 | 2,350 | 3,092 | 7,915 |
| — - 29 | 2,078 | 2,948 | 2,895 | 7,921 |
| — - 31 | 1,406 | 2,703 | 2,364 | 6,473 |
| Total - - | 11,158 | 17,329 | 17,554 | 46,041 |

(signed) *W. Bokenkam.*

Inland Office, 1 November 1842.

RETURN showing the Number of IRISH LETTERS brought by the Day Mail, distinguishing those for delivery by General and Twopenny Post Letter-Carriers, from the Forward Letters, for One Week, ended 31st October 1842.

| Date. | Irish Letters delivered by General Post. | Irish Letters delivered by Twopenny Post. | Irish Forward Letters. | Total. |
|---|---|---|---|---|
| 1842: | | | | |
| October - 25 | 460 | 823 | 872 | 2,155 |
| — - 26 | 713 | 876 | 1,745 | 3,334 |
| — - 27 | 592 | 734 | 842 | 2,168 |
| — - 28 | 677 | 1,017 | 1,108 | 2,809 |
| — - 29 | 538 | 870 | 1,092 | 2,500 |
| — - 31 | 602 | 857 | 851 | 2,310 |
| Total - - | 3,582 | 5,177 | 6,510 | 15,269 |

(signed) *W. Bokenham.*

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(Colonel *Maberly.*) In addition to that, the Committee will see that there is another advantage in bringing in the day-mail at half-past one; which is this, that if there is any delay on the main line by the night-mail, the bags are brought up by the day-mail, and very little injury is done to the merchant in the metropolis by the delay, as the bags arrive in time to prevent the evil which would be occasioned by the accident; therefore the object of bringing in the mail early is three-fold: first, it counteracts the ill effect of any accident which may have taken place in the night-mail; secondly, it accomplishes the delivery of a great number of letters in London which are practically useful, inasmuch as they come into the hands of parties in business before the hours of business close in the City; and it accomplishes a third object, that of accelerating the correspondence through London without detaining it the length of time which would be the case if it were brought in late: and those advantages were pointed out to the Treasury when my honourable friend, the late Chancellor of the Exchequer, was at the Treasury, in July 1838, at the time of the award on the Grand Junction Railway, when we pointed out to the Treasury the great expense attending the day-mail, by bringing it in at the hour of half-past one instead of five. We gave these three reasons, and the Treasury subsequently approved of the decision we had come to; so that, in point of fact, the bringing in the day-mail at half-past one does not rest with the Post-office, but we had the sanction of the Treasury to the arrangement. I will beg to read the letter; it is dated the 4th of February 1839:

My Lords,

I have the honour to enclose a copy of the award made by the arbitrators, fixing the amount to be paid by the Post-office for conveyance of the mails upon the Grand Junction Railway at a total sum of 40 *l.* a day, or 16,425 *l.* a year, including the additional charge of 2 *l.* 10 *s.* a trip to be paid when an extra carriage is required for the service of this office, amounting at present to 5 *l.* a day. Your Lordships will perceive that the amount in question includes the conveyance of mails between Birmingham and Liverpool and Manchester by six trains daily, and that the payment for one of those trains, viz. the early morning despatch from Liverpool and Manchester, constitutes one half of the whole sum charged, owing to the unseasonable hour of depaature. This train brings up the correspondence to London, by the return day-mail from Scotland and Ireland, at 2·30 p.m., but which it is proposed eventually to bring in half an hour earlier, so as to ensure a delivery of the letters by this conveyance in the City before the close of business at 4 p.m., and at the west end of the town, by the two-penny post, at 4·30 p.m., which at present sometimes fails. It is true a large portion of the expense by this train might be saved by sacrificing the second delivery of letters in London within the hours of business, which I have just described, as the whole of the correspondence on the line might be brought into London by a later train arriving at 6 p.m. at a trifling charge, securing the despatch of those letters for the country passing through London. I do not, however, feel justified in recommending such a course to your Lordships, especially as it appears, from the enclosed Returns, that the correspondence intended for delivery in London is very large as compared with that passing through it, technically called "forward letters;" three-fourths of the unpaid letters, in which alone the two classes can be distinguished, being composed of those of the former description: in addition to which, there is an obvious advantage in retaining an arrival at the present time, as in the event of the failure of any bags by the first mail in time for delivery the same day, which could not be the case for any practical purpose of business by an arrival at six o'clock p.m. The amount to be paid under this award for conveyance of the mails in question being so considerable, I have felt it my duty to state the circumstances to your Lordships, and to request your pleasure on the subject, before I sanction the continuance of the arrangement.

—That is signed "Lichfield." Their sanction to this arrangement has been considered a general sanction for bringing in all the day mails from that time at an early hour.

893. The Treasury gave their sanction to that alteration, notwithstanding the great additional cost, in consequence of the inconvenient hour at which those trains were dispatched from Manchester and Liverpool?—Yes: the number of bags brought up in the last year by the morning mails is 34; where there had been failures from some accident, those have gained 12 or 14 hours.

[*The following Return was delivered in, and read:*]

AN ACCOUNT of the Number of Bags due in London by the MORNING MAILS, which have been received by the DAY MAILS, from 17 July 1842 to 17 July 1843.

| DATES. | MAILS. | Number of Bags. |
|---|---|---|
| 18 July - 1842 - - | Great Western Railroad - - | 1 |
| 10 August — - - | Northern Railroad - - - | 1 |
| 9 September — - - | - - Ditto - - - - | 1 |
| 24 October — - - | Great Western Railroad - - | 37 |
| 26 November — - - | Northern Railroad - - - | 1 |
| 8 December — - - | Great Western Railroad - - | 2 |
| 28 - — - — - - | Northern Railroad - - - | 3 |
| 31 - — - — - - | - - Ditto - - - - | 3 |
| 4 January 1843 - - | Great Western Railroad - - | 4 |
| 12 — - — - - | Northern Railroad - - - | 3 |
| 14 — - — - - | - - Ditto - - - - | 4 |
| 16 — - — - - | - - Ditto - - - - | 26 |
| 17 — - — - - | - - Ditto - - - - | 16 |
| 25 — - — - - | Great Western Railroad - - | 5 |
| 2 February — - - | Northern Railroad - - - | 3 |
| 4 — - — - - | - - Ditto - - - - | 2 |
| 10 March - — - - | - - Ditto - - - - | 3 |
| 9 May - — - | South Western Railroad - - | 1 |
| 22 — - — - | Northern Railroad - - - | 1 |
| 23 — - — - | - - Ditto - - - - | 4 |
| 2 June - — - - | - - Ditto - - - - | 2 |
| 8 — - — - - | - - Ditto - - - - | 1 |
| | TOTAL Number of Bags - - - | 124 |

(signed) *W. Bokenham.*

894. Does the railway charge continue the same as fixed by the arbitration you have referred to?—The amount under arbitration is the same, with the addition of the expense for some additional service; my honourable friend, the late Chancellor of the Exchequer, was desirous we should not go to arbitration unnecessarily. I think the amount we now pay is 345 *l.* a week to the Grand Junction.

895. You stated, that if the day-mails did not arrive in London till five o'clock, London letters arriving by them would not be delivered till the next morning?—No; except some few by the twopenny-post, which would be practically useless.

896. Do you suppose that, if the mails did not arrive in London till five o'clock, any letters intended for London would be sent by such day-mail?—They might be sent, because the public always are in a great state of ignorance on these subjects, and they frequently send letters which are of no practical use, inasmuch as they do not reach the hands of the parties to whom they are addressed, so as to serve any purpose for which the letters were intended; but I have no hesitation in saying that the merchants and bankers would not frequently adopt it; I should then conceive the great advantage of the day-mails was, the acceleration of letters passing through London.

897. The advantage of delaying the hour of arrival of the mails till five o'clock could have been, that you would be able to make more advantageous terms with the directors of the Grand Junction and other railways?—I should fairly state to the Committee what has been our view in fixing the arrivals and departures of those mails by railway. Since the great revolution which has taken place in the Post-office service, by the substitution of railways for mail-coaches, my great object has been to look to futurity, and to fix them on a permanent footing, so that the habits and feelings and arrangements of towns through which the railways pass might not be deranged, as they have been, by the alteration of the system, and the taking off the mail-coaches from those roads over which mail-coaches have been running for a long period, and where connexions had grown up, the interference with which is a very great inconvenience to the country, and one which scarcely any, but those who practically feel it, can estimate. The great object, therefore, in fixing the arrivals and departures on these great lines of communication was, that they might not be deranged by the opening of other great lines of railroad. In

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three or four years, in all probability, we may have a railroad to Holyhead, or to Scotland. It is perfectly true that, by bringing in the mails at five o'clock, something might be gained now; but if a line were opened 100 miles beyond Newcastle, or to Holyhead, they must start, in order to arrive in London at five o'clock, in the middle of the night; therefore the same question will be practically brought upon us four or five years hence, when new railways are opened, as is raised now. If the number of hours employed in traversing the distance is 16 or 20, you must traverse part of that line at a very inconvenient time, when there is no traffic upon the railroad; and the Post-office, consequently, would have to pay the difference. Take the case of a railroad to Berwick. Supposing it took 15 or 16 hours to reach London from Berwick, you must start the day-mail in the middle of the night to bring it up by five o'clock, and there would be the same question as to traversing the line from Berwick to Newcastle, has already been raised, even though the day-mail were brought in at five o'clock.

898. Is it your opinion, that for the general convenience of the public, it is more expedient that the day-mail should arrive at between one and two o'clock than be postponed to five in the afternoon?—Decidedly it is a great object to get at a second delivery, I think.

899. What was the reason which induced the Post-office to fix the day-mail from Cambridge at so late an hour?—Entirely the cheapness.

900. Are there a great number of letters received by that mail intended for London?—I have no statement, but a return can be easily made.

901. Are you aware that some negotiations were carried on about this time last year, for the establishment of a day-mail from Newcastle-on-Tyne?—I am.

902. Would the arrangement for the establishment of a day-mail from that town to London have been facilitated if the arrival of such mail had been fixed at five o'clock instead of half-past one?—I think it would.

903. Those negotiations were not brought at that time to a successful issue?—Not that negotiation; but the honourable Member is aware that Newcastle now has a day-mail by means of Carlisle.

904. Will you state what are the present regulations by which Newcastle-on-Tyne enjoys the advantage of a day-mail?—The Committee, I believe, have before them the correspondence up to June in the last year. There was a further negotiation on the subject; I really forget how it originated, but I rather think in applications from Mr. Hodgson Hinde to the Postmaster-General. The inquiry was pursued according to the suggestions of Mr. Hodgson Hinde. His proposition was, as far as I recollect it, to let the day-mail go as far as Rugby by the Birmingham mail, that is, the mail for Newcastle and the towns on that line of road, at a quarter before 10. The midland counties' train and the train to the north had started previously at a quarter past nine: in point of fact, the London and Birmingham Railway Company had found it necessary, in consequence of the mail-train being so heavy, to divide that train, and all the traffic for the north, on the North Midland and Darlington and Newcastle line goes by the train at 9. 15. instead of the mail train; they put on an earlier train, which started at 9. 15. instead of 9. 45.; the consequence is, the 9. 15. train arrives at Rugby half an hour before the mail train, and Mr. Hodgson Hinde's view was, that as the Midland Counties train was detained at Leicester a little time, a special engine put on at Rugby to Leicester, to connect the day-mail at Rugby with the train to the north at Leicester, would catch the train that had been despatched at 9. 15. from the Euston station, and thus form a connecting link between the London day-mail at Rugby, and the train to the north, which had started at an earlier hour, joining it at Leicester, and all the letters might have gone on in that way. Lord Lowther attempted to negotiate with the various railway companies (there are four or five on the line) on this basis; he had been successful in that negotiation; and it was found that for an estimated expense of 2,600*l.* or 2,700 *l.* a year we could accomplish the object of a day-mail down to Newcastle, adopting this proposition of Mr. Hodgson Hinde; but still the question of the back mail remained, and it was found that this would in all probability involve an expense of an equal amount; and the Postmaster-general, consulting with the Chancellor of the Exchequer on the subject, was not willing to grant so large a sum as it would have taken to accomplish the day-mail to Newcastle, supposing it from five to six thousand pounds, and consequently we did not go into inquiries as to the back mail. In the meantime there were alterations of the trains, and a negotiation going on between the Post-office and the

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the Carlisle and Newcastle Railway; and the Postmaster-general found, that by adopting a very early train from Carlisle to Newcastle, and connecting it with the Lancaster and Scotch and Irish day-mail from London, he could give the town of Newcastle a great accommodation, and also by taking the train back from Newcastle to Carlisle, he could connect it with the day-mail from Ireland to Scotland back. When he found the Chancellor of the Exchequer was unwilling to incur so great an expense for a day-mail from Newcastle to London, he agreed with Mr. Hodgson Hinde that he would give Newcastle the advantage of connection with the Scotch day-mail both ways, which would be some compensation to them for the loss of the direct day-mail. Mr. Hodgson Hinde's letter was not answered, in consequence of the negotiation going off by the adoption of a subsequent proposition. This is, I believe, the only official record of the transaction remaining, and I will read it through; it is hardly to be called official, being a Minute of my own to the Postmaster-general, of the 8th December 1842:

I submit the replies of the secretaries of the various railways to the inquiry which has been made as to the terms on which the directors of the companies would undertake to carry out the plan proposed by Mr. Hodgson Hinde, for the establishment of a day-mail from London to Newcastle. Your Lordship will see by the accompanying statement that the expense of the measure, including the probable cost of a mail-coach from Darlington to Newcastle, would be 2,651*l.* 10*s.* 6*d.* per annum; but this only provides for the mail down; no estimate has been formed of the expense that must be added to this sum for the return of the mail from Newcastle to London. Supposing the return to be so arranged as to effect a junction at Rugby with the present day-mail up from the north, which is timed to arrive at London at 1. 30. P.M., it would be necessary to despatch it from Newcastle about 9 P.M., so as to reach Darlington at midnight; and as about 13 hours is required from thence to London, the mail must be carried over the railway lines from Darlington to Derby at such unsuitable hours in the night for the traffic of the companies, that it is quite out of my power to estimate the cost of the service, which must be very great; and although it might be diminished by adopting a better time of despatch, consistently with an arrival from London, not later than 5 P.M., this very early hour at which, even in this view of the case, it would be necessary to despatch the mail from Newcastle, and the impossibility of a junction at Rugby with the present day-mail up under such an arrangement, would still render it a very expensive measure; for I could not recommend your Lordship to detain the day-mail from Birmingham for the mail from Newcastle, looking at the enclosed account of the number of letters it brings to London in time for the mid-day delivery, amounting to 28,487 in one week, of which 8,759 are from Ireland alone, all of which must be delayed in their delivery if detained for the Newcastle mail, or otherwise a second train must be used from Rugby to London to bring up the day-mail from Newcastle, some hours after the day-mail passing Rugby, which would greatly increase the cost of the measure. As I cannot recommend, under these circumstances, the adoption of the proposed plan, I presume your Lordship will approve of my informing Mr. Hodgson Hinde that you have fully considered his suggestions, and regret that it is not in your power to establish the proposed day-mail between London and Newcastle without the sanction of the Treasury, with which department the whole question now rests, but that you will endeavour to re-establish the early morning-mail train from Carlisle to Newcastle, by substituting it for the present train at 10 A.M., as there is a hope of obtaining this communication from the directors of the railway on fair terms; and if this can be done, that you trust the memorialists will be satisfied with the arrangement, as you are unable to meet their wishes in any other way, except at an enormous expense.

—Lord Lowther's minute follows:

I am disposed to approve of this arrangement; but before this answer is sent to Mr. Hodgson Hinde, I wish that Mr. Tilly should apply to the directors of the Carlisle and Newcastle Railroad, to ascertain the precise terms on which they would make the alteration. I cannot approve of the direct day-mail to Newcastle, unless there is a great diminution of the estimated expense.

—I believe Lord Lowther, in the meantime, had seen the Chancellor of the Exchequer, and ascertained from him that he was unwilling to grant the direct day-mail; and therefore he adopted this alternative.

905. What is the hour at which letters despatched by the day-mail from London, *viâ* Carlisle, reach Newcastle-on-Tyne?—They reach Newcastle at 9. 15. a. m.

906. At what hour must letters be despatched from Newcastle to reach London by the Birmingham day-mail?—The mail leaves Newcastle at 2. 15. p. m. I think they gain about two hours upon the night-mail, both ways.

907. Are those hours convenient for the commercial interest at Newcastle?—I cannot say that; the London day-mail arrives at Newcastle only two hours before the London night-mail, and the London day-mail letters are despatched

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about two hours after the despatch of the London night-mail. The great advantage which was contemplated in giving Newcastle a day-mail originally by railroad was, that a person in Newcastle might have, we will say, nearly 12 hours to reply to his letters from London by the up-mail, and that the up-mail would furnish a return post to the London letters from Newcastle. The letters despatched at eight one evening for Newcastle would reach that town about half-past 11 the next day; the day-mail would be delivered on the subsequent day in London at half-past two o'clock, thus affording the power of reply to the London letters; and, in addition to that, re-establishing that communication which had been broken up, to the great inconvenience of all those large towns, York, Newcastle, Leeds, and all the towns on that line, and which they had previously enjoyed by means of the old York and Edinburgh mail, which passed over the ground in the night. The honourable Member is aware that the theory of the Post-office is, that night is a useless time to the public, but a time which can be turned to useful purpose by the Post-office; and as everybody wishes to post their letters late at night, and receive them early in the morning, the great object of the Post-office is to carry letters during the night, leaving the day for the purposes of business. The letters posted at Newcastle, and conveyed by the old York mail at night, would arrive at Leeds, York, and all those places, early in the morning, and *vice versâ*. It was a night communication between those large towns, and of course exceedingly convenient, but it now becomes a day communication; thus the day is the time during which the letters go, and the night, being utterly useless to the parties, and not employed in carrying letters, has, in point of fact, impeded the correspondence instead of accelerating it.

908. Are the Committee to understand that the total expense of establishing a day-mail to and from Newcastle, to arrive in London at the same time as the Birmingham day-mail, would have cost the sum of about 6,000*l.*?—I cannot estimate what the cost would have been; it must have been large, owing to the traversing the Darlington Railroad at night, when they have no traffic.

909. Would it have been as much as 15,000*l.* a year?—It is impossible to tell what the arbitrators would have given. The calculation made was on the supposition of our bringing it in at five o'clock; and that we might have done at the same expense up and down, as then it would have traversed the railways at good hours.

910. A Return has lately been presented to Parliament, showing the number of Inland letters, and the gross amount of revenue derived therefrom; and a similar Return of the Foreign and Colonial letters, and the gross amount of revenue derived therefrom, for the year 1842; will you state upon what data the number of letters, and the gross amount of revenue derived from the foreign and colonial postage, is made up?—Perhaps the Committee will allow me to give them a short history of this Return. The Postmaster-general, when he first came to the Post-office, formed an idea that the greater portion of the net revenue was derived from foreign and colonial postage; he directed an estimate to be made, by the clerk best able to do it, of the foreign and colonial postage; when that estimate was produced, which was I think the estimate returned to Parliament, the officer thought the estimate was short, upon which the Postmaster-general requested my opinion upon the subject, and I told him that the only way to get a correct return would be to order accounts to be kept of the actual number and amount for a certain period, and the doing that would of course be attended with some expense, and interfere with the business of the office; but if he was anxious for the information, and attached importance to it, I recommended him by all means to do it. He adopted this course, and had accounts kept for two months of the amount and number of foreign and colonial letters; this return he had prepared in a form of his own, and I sent it to the Chancellor of the Exchequer; the Chancellor of the Exchequer sent it back to me, with a printed form, which is the Form 201, which is now before the House, and requested that this return which I had sent him might be prepared afresh in that form. I considered that all those returns, in the first instance, were private. The Chancellor of the Exchequer, when he got this Return, sent me word he should request the Chairman of this Committee, Sir George Clerk, to move for it in the House of Commons; it was moved for, and of course was sent in its present shape; it should have been given in as an estimate, but I have given the Committee a history of the way in which it originated; it stands before the House and the Committee

Committee as a return, which my honourable friend, the late Chancellor of the Exchequer, knows we could not have given as a return, for the number of letters is calculated on an account for a week: that is shortly the history of the Paper.

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911. You state that you took an account for two months of the number of letters, and the amount of postage of the foreign and colonial letters?—Those returns were exactly kept in the Inland Office at Falmouth, Dovor, and Liverpool.

912. In what manner was the number of letters received during the period for which that account was kept, ascertained?—In the ordinary course. The totals were taken out by one of my clerks, with great correctness, and given to Lord Lowther: the internal colonial letters were derived from returns which I myself had called for in a previous year, for North America, Canada, Nova Scotia, and New Brunswick; the internal letters of Jamaica we had no means of giving, and that is stated in the Paper.

913. Do you consider that this return or estimate is framed with an accuracy in which you have confidence?—The revenue is certain; the account for two months of course is uncertain, inasmuch as there may have been a great increase of letters at that particular time; there may be more mails, more revenue, and more letters at that period of the year than at others: all I can say is, that the clerk who prepared the Return told me it was prepared from the actual facts, after a great deal of care. I could not, of course, look into those details myself; he assured me it was thoroughly accurate. As to the other number, the letters for the United Kingdom, the Return is for a week in December 1842; that week is a high week, nearly the highest of the year. Of course the number of letters would be excessive if returned for the year.

914. So that a very slight error in the number received for the week would make a very great difference in the number estimated for the year, if it was multiplied by 52?—Of course. I think it was 4,160,000 for that week; it is the largest, with the exception of two, for the year. I had the account calculated from the average of the 12 weeks ending the 3d of October 1842; and the reason I take that average is, that the Committee will see that the revenue that is paid up to the 5th of January 1843, would not be the produce of the letters that were circulated in the kingdom up to the 5th of January 1843; it would be the produce of the letters, in all probability, as far as we can tell, though there are some points that I shall have to comment on afterwards, the produce of the letters that would have been posted and circulated in the kingdom up to about the end of October; that would allow about two months for the produce of the letters remaining in the postmasters' hands. The number produced, upon taking the average of those 12 weeks, instead of 216,000,000, is 205,000,000 of letters, giving a difference of 11,000,000. The Committee will at once see, taking it from the October previous, the account gives a smaller number of letters for the average; that does not come to quite 4,000,000 for the week; the number does not come to more than 4,000,000, or 3,900,000, the average of the 12 weeks; whereas, if you calculate on December, it is 4,160,000; therefore you get about 200,000, making a difference of about 10,000,000 in the year. But I say fairly to the Committee that I do not attach much faith to these returns; I think they are only valuable by way of comparison. The way in which they are made out is by the postmasters and their clerks counting their letters and telling them, day by day, for themselves; but it must be borne in mind that each postmaster and letter-carrier has a very great interest in swelling the amount of his duty, and in swelling the amount of his letters, inasmuch as in all applications for increase of salary, and for increased assistance, one of the elements in the consideration in granting such applications, is the number of letters. The number of letters is always to be regarded with suspicion, as it is the interest of the postmaster, and all the post-office functionaries, to swell the number, in order to get us to grant their applications. I may observe, that in two or three cases in the Inland-office, letter-carriers have been stopped and the number of their letters counted, and the number returned have always been found in excess of those actually in the possession of the letter-carrier.

915. Mr. *Hawes.*] In what proportion have the returns been found to exceed the actual number?—Here is a case in which the Superintending President of the Inland-office says three men have given in an account of 5,632 letters for delivery, whereas it turned out, on re-telling them, they had only 4,491; that is in a letter to Mr. Hill of the 20th January 1842.

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916. Was anything done upon that?—The men were punished, of course.

917. Was there any alteration of the plan in consequence?—Measures were taken for checking them; but the Committee will see that when this counting is going on in nearly 1,200 offices simultaneously at the same time, it is very difficult to check anything of this kind. In addition to the suspicion always that must be produced with regard to any return of the number, from the interest the postmasters have to return a large number, it must be also taken into account that a great portion of the revenue now is collected in stamps, and that the revenue which arises from these 209,000,000 of letters is not a correct criterion of the number of letters, as the stamps may have been got the year before, in which case they would not come into the revenue, or the stamps may have been sold; but there may be arrears in the Stamp-office. I do not know the time which the Stamp-office gives to its distributors, but if it gives four or five months for the payment of arrears, that may affect the amount. Some millions of those letters may be covered with stamps which may come into the account of the subsequent year; and with regard to the stamps for which ready money was given, the amount may have swelled the revenue of 1841, whereas the letters may come into the return of 1842; therefore as to stamps, the revenue is now so mixed up with stamps, that it is impossible to come to a correct result upon the subject.

918. Therefore it is impossible to form any calculation of the amount of revenue which ought to be produced by any given number of letters received within a given period?—It appears to me very difficult since the mode of charging postage by stamps; and when I look at the imperfection which necessarily attaches to the calculation, I should not depend much on calculations derived from the number of letters received; and supposing forgery to a great extent to take place, in all probability the first intimation the Post-office would have of it would be by finding the number of letters increased or not decreased, while the revenue would fall of largely. I cannot tell whether that is the case at the present moment; I believe not; but I know that stamps are sold abroad, at Calais and Boulogne, and we are in correspondence with the French office about it. If those stamps sold at Calais and Boulogne are manufactured abroad, the revenue may be defrauded to a great extent, and I am not aware that there is any power to prevent their being manufactured abroad. All those circumstances very much, of course, impair the value of any calculation presumed to be derived from the amount of letters. Stamps have introduced a new element into the calculation.

919. What is the largest amount of stamps bought by any individual?—I do not know.

920. Did you ever hear of any individual purchasing more than 100 *l.* worth at a time?—I know nothing on the subject.

921. Mr. *Gibson.*] A postmaster can have no interest in laying in a large stock of stamps for the current demand?—I am putting an extreme case as an illustration of my position. I do not mean the Committee to understand that I think the stamps of 1841 came into the account of 1842; all I mean to say is that this Return may comprehend stamps which may have been purchased at different times; for instance, supposing the Stamp-office gave a credit of four months to the distributor of stamps, the stamps which appear upon the months of December and November, and even October and September, would come into a different quarter.

922. Mr. *Ricardo.*] Do not you think the issue must be at all times on an average, and that there is no difference between the number brought into account three months hence, and those brought into account now?—Yes, certainly that is most probably the case; but we are applying to a specific period of time, and that may affect the Return to a certain extent; the postmasters do not pay us for two months after the letters are circulated and come into the Return, and yet those letters appear to have produced this postage.

923. *Chairman.*] Although the number of letters appears to have been the subject of estimate, and therefore may be liable to error, on what principle is the statement of the gross amount of the revenue made up?—That is the actual amount.

924. There can be no error as to the total amount of revenue, as it appears by this Return?—This Return consists of three elements: one certain, that is the revenue; in the second there is uncertainty, but uncertainty inasmuch as the calculation

calculation is founded on returns for only two months, instead of a longer period of time; in the third there is also still greater uncertainty, as the estimate is framed only on a return for a week, and this return believed to be inaccurate; the one rests on an estimate of two months, and the other on the estimate of a week.

925. How far do you think the Committee may rely on the division between inland and colonial postage, as stated in this Return, as a correct index of the real proportion of those two sources of revenue?—I do not think it can vary thirty or forty thousand pounds.

926. Mr. *Hawes.*] There was no such avowal made in the paper before Parliament?—No; I have given a statement of the manner in which the paper originated; it was not intended for Parliament; it was sent to the Chancellor of the Exchequer merely for information. The Chancellor of the Exchequer was struck with the way in which it was prepared, and he sent a form, and directed the Return to be prepared in that form; he at that time said nothing about its being presented to Parliament; it was for his own private information; he subsequently directed the honourable Chairman, Sir George Clerk, to move for this Return in Parliament; and, pressed with the immense details of the Post-office, certainly I did not insert the word "Estimate," which I ought to have done, instead of "Return." The Chancellor of the Exchequer directed me to send a copy of his Return to be laid before the House of Commons, and it was sent accordingly; it was a mere transcript of the Chancellor of the Exchequer's Return. He merely had that officially laid before the House of Commons which he had before privately, for his own information, in his possession.

927. Viscount *Ebrington.*] Did the Chancellor of the Exchequer at that time believe it was a Return, and not an Estimate?—The Chancellor of the Exchequer had before him all the details on which the Return was made out.

928. *Chairman.*] Is this the Return alluded to in the letter from Lord Lowther to the Treasury (*the same being shown to the Witness*)?—Yes; this seems to me the first Return which was made to the Treasury; but the one on which this Return was prepared was a second and more accurate Return, which Lord Lowther directed to be kept for two months, and which he states here he has given directions to be prepared at the Post-office, and which was prepared under his own immediate direction. Lord Lowther had much more to do with this than I had, as I was engaged very much on the French treaty.

929. A postal treaty has lately been concluded between this country and France?—It has.

930. By one of the articles of that treaty, the international postage is to be charged by bulk, and not by individual letters?—It is.

931. The terms are, that the French Government are to get credit at the rate of 20*d.* per ounce, and the British Government to get credit at the rate of 1*s.* an ounce?—That is so.

932. The amount of postage which is charged upon the letters at the single rate, in the Post-office, is 10*d.* for the conveyance of such letters from any part of Great Britain to France?—Yes; not so from France to Great Britain.

933. On French letters going from Great Britain to France, if the postage is prepaid in this country, namely 10*d.*, one-half of that, 5*d.*, goes to the English revenue, and the other moiety of the amount to the French government?—Not quite so. The average of letters going to France, I should say, would be five; consequently we should get 25*d.* for five letters. The honourable Member will see that his position is perfectly correct, assuming four letters to the ounce. If we account at 20*d.* an ounce, then we pay 5*d.* to France; that is the actual postage we have received in this country: but it will be found that the letters are not four to an ounce, but that they are more, consequently that there is a gain to this country on paid letters to France.

934. What would be the consequence if the letters from this country are not prepaid, but are paid by the receivers of our letters in France?—The consequence would be, that on unpaid letters, the postage of which is collected in France, we lose. There is a loss on the postage collected in France, as that correspondence pays letter by letter, and we account to them by the ounce; but on the postage on letters coming from France, we gain in the same way; therefore the one must be set off against the other. The point, of course, was not lost sight of in the negotiation of the treaty; and perhaps the Committee will allow me to put in these Returns, which show the loss, first, on the original supposition that we

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were to make our rate in England a rate of 6 *d.* the single letter; secondly, on the actual fact, that we take our rate at 5 *d.* a letter. On the first supposition, that of taking the rate of 6 *d.*, I think the loss was calculated at about 2,500 *l.* a year. On the 5 *d.*, I had it calculated the other day; I think the loss on two weeks' income was, in the one case about 500 *l.* a year, and in the other, 700 *l.* I have the Returns here; they are very intricate.

935. Is that the loss by the difference of charging the letters in bulk, instead of charging them individually?—Yes: these Returns were given to the Chancellor of the Exchequer, at the time the point was in agitation. The first to which I would call the attention of the Committee, is "a Return showing the number and net weight, in ounces, of paid and unpaid letters to France, in the week ending 3d November 1842; with an estimate of the probable loss, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present." This is at 6 *d.*, when it was proposed at 6 *d.* both ways; that was the original proposition. The loss to England on the unpaid letters is 67 *l.* 7 *s.* 6 *d.* on the week; the gain to England on the paid letters, on which we receive the postage to this country, 21 *l.*; consequently the balance of loss to England, that week, is 46 *l.* In the last week in October, commencing with the 21st, and ending October the 27th, the result of the week is a loss to England of 69 *l.* on the unpaid letters; gain to England, 23 *l.* on paid; making an actual loss of 45 *l.* 18 *s.* on the week; which, if multiplied by 52, makes 2,380 *l.* a year, and that was the sum stated to the Chancellor of the Exchequer as being lost. Then, by reducing the rate from 6 *d.* to 5 *d.*, the loss is much less and the gain much less. The actual result is this: taking the same week, with the substitution of 5 *d.* for 6 *d.*, the week beginning October 21st and ending the 27th, the total loss to England is 42 *l.*; the total gain to England 30 *l.*; therefore the loss is 11 *l.* 14 *s.* in that week. Then in the next week, the loss to England is 41 *l.*; the gain to England is 28 *l.*; making the actual loss 13 *l.*; making between 600 *l.* or 700 *l.* a year in the one case, and 2,500 *l.* in the other.

936. Mr. *Baring.*] Is that on the actual number of letters before the treaty came into operation?—Yes.

[*The Returns were delivered in, and read as follow:*]

No. 1.—RETURN showing the Number and Net Weight, in Ounces, of Paid and Unpaid Letters, to *France*, in the Week ending 3d November 1842; with an Estimate of the probable Loss, if exchanged by Weight, as proposed by the new Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 6 *d.* per Rate. | Loss. | Number of Paid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | Gain. | Actual Loss. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 28 | 1,076 | 243 | 1,115 | 12 3 – | 27 17 6 | 15 14 6 | 372 | 90 | 507 | 7 10 – | 10 11 3 | 3 1 3 | 12 13 3 |
| – 29 | 860 | 192 | 893 | 9 12 – | 22 6 6 | 12 14 6 | 383 | 98 | 574 | 8 3 4 | 11 19 2 | 3 15 10 | 8 18 8 |
| – 31 | 1,206 | 264 | 1,270 | 13 4 – | 31 15 – | 18 11 – | 473 | 108 | 585 | 9 – – | 12 3 9 | 3 3 9 | 15 7 3 |
| Nov. 1 | 1,017 | 239 | 1,087 | 11 19 – | 27 3 6 | 15 4 6 | 410 | 91 | 539 | 7 11 8 | 11 4 7 | 3 12 11 | 11 11 7 |
| – 2 | 924 | 205 | 962 | 10 5 – | 24 1 – | 13 16 – | 383 | 74 | 498 | 6 3 4 | 10 7 6 | 4 4 2 | 9 11 10 |
| – 3 | 817 | 185 | 869 | 9 5 – | 21 14 6 | 12 9 6 | 362 | 84 | 491 | 7 – – | 10 4 7 | 3 4 7 | 9 4 11 |
| | | | | | | | | | | | Loss - - - - - £. | | 67 7 6 |
| | | | | | | | | | | | Deduct Gain by Mails Inwards - - | | 21 1 11 |
| | | | | | | | | | | | Actual Loss - - - £. | | 46 5 7 |

No. 2.—RETURN showing the Number and Net Weight, in Ounces, of Paid and Unpaid Letters from *France*, in the Week ended 4th November 1842; with an Estimate of the probable Loss and Gain, if exchanged by Weight, as proposed by the new Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | Gain. | Number of Paid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 6 *d.* per Rate. | Loss. | Actual Gain. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 29 | 1,195 | 266 | 1,347 | 22 3 4 | 28 1 3 | 5 17 11 | 253 | 52 | 263 | 2 12 – | 6 11 6 | 3 19 6 | 1 18 5 |
| – 30 | 735 | 146 | 849 | 12 3 4 | 17 13 9 | 5 10 5 | 200 | 41 | 211 | 2 1 – | 5 5 6 | 3 4 6 | 2 5 11 |
| – 31 | 1,240 | 332 | 1,680 | 27 13 4 | 35 – – | 7 6 8 | 285 | 64 | 304 | 3 4 – | 7 12 – | 4 8 – | 2 18 8 |
| Nov. 1 | 855 | 192 | 1,138 | 16 – – | 23 14 2 | 7 14 2 | 191 | 40 | 199 | 2 – – | 4 19 6 | 2 19 6 | 4 14 8 |
| – 2 | 1,029 | 244 | 1,269 | 20 6 8 | 26 8 9 | 6 2 1 | 245 | 53 | 258 | 2 13 – | 6 9 – | 3 16 – | 2 6 1 |
| – 3 | 834 | 179 | 936 | 14 18 4 | 19 10 – | 4 11 8 | 193 | 39 | 197 | 1 19 – | 4 18 6 | 2 19 6 | 1 12 2 |
| – 4 | 1,144 | 222 | 1,332 | 18 10 – | 27 15 – | 9 5 – | 246 | 50 | 258 | 2 10 – | 6 9 – | 3 19 – | 5 6 – |
| | | | | | | | | | | | | Gain - - - £. | 21 1 11 |

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No. 3.—RETURN showing the Number and Net Weight, in Ounces, of Paid and Unpaid Letters to *France*, in the Week ending 27th October 1842; with an Estimate of the probable Loss if exchanged by Weight, as proposed by the New Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 6 *d.* per Ounce. | Loss. | Number of Paid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | Gain. | Actual Loss. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 21 | 985 | 214 | 1,023 | 10 14 – | 25 11 6 | 14 17 6 | 408 | 95 | 608 | 7 18 4 | 12 13 4 | 4 15 – | 10 2 6 |
| – 22 | 1,008 | 240 | 1,055 | 12 – – | 26 7 6 | 14 7 6 | 382 | 85 | 488 | 7 1 8 | 10 3 4 | 3 1 8 | 11 5 10 |
| – 24 | 1,238 | 283 | 1,284 | 14 3 – | 32 2 – | 17 19 – | 365 | 109 | 647 | 9 1 8 | 13 9 7 | 4 7 11 | 13 11 1 |
| – 25 | 1,077 | 256 | 1,137 | 12 16 – | 28 8 6 | 15 12 6 | 415 | 86 | 501 | 7 3 4 | 10 8 9 | 3 5 5 | 12 7 1 |
| – 26 | 800 | 174 | 894 | 8 14 – | 22 7 – | 13 13 – | 247 | 76 | 456 | 6 6 8 | 9 10 – | 3 3 4 | 10 9 8 |
| – 27 | 949 | 217 | 998 | 10 17 – | 24 19 – | 14 2 – | 377 | 88 | 491 | 7 6 8 | 10 4 7 | 2 17 11 | 11 4 1 |
| | | | | | | | | | | | | | 69 – 3 |
| | | | | | | | | | | | Deduct Gain by Mails Inward | - - | 23 1 6 |
| | | | | | | | | | | | Actual Loss | - - - £. | 45 18 9 |

No. 4.—RETURN showing the Number and Net Weight, in Ounces, of Paid and Unpaid Letters from *France*, in the Week ended 28th October 1842; with an Estimate of the probable Loss and Gain if exchanged by Weight, as proposed by the New Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | Gain. | Number of Paid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 6 *d.* per Rate. | Loss. | Actual Gain. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 22 | 1,061 | 226 | 1,307 | 18 16 8 | 27 4 7 | 8 7 11 | 199 | 51 | 254 | 2 11 – | 6 7 – | 3 16 – | 4 11 11 |
| – 23 | 774 | 154 | 880 | 12 16 8 | 18 6 8 | 5 10 – | 180 | 32 | 182 | 1 12 – | 4 11 – | 2 19 – | 2 11 – |
| – 24 | 1,353 | 307 | 1,528 | 25 11 8 | 31 16 8 | 6 5 – | 315 | 62 | 323 | 3 2 – | 8 1 6 | 4 19 6 | 1 5 6 |
| – 25 | 761 | 162 | 917 | 13 10 – | 19 2 1 | 5 12 1 | 203 | 43 | 208 | 2 3 – | 5 4 – | 3 1 – | 2 11 1 |
| – 26 | 1,109 | 229 | 1,285 | 19 1 8 | 26 15 5 | 7 13 9 | 318 | 62 | 331 | 3 2 – | 8 5 6 | 5 3 6 | 2 10 3 |
| – 27 | 1,116 | 244 | 1,433 | 20 6 8 | 29 17 1 | 9 10 5 | 245 | 57 | 269 | 2 17 – | 6 14 6 | 3 17 6 | 5 12 11 |
| – 28 | 1,103 | 229 | 1,284 | 19 1 8 | 26 15 – | 7 13 4 | 237 | 51 | 251 | 2 11 – | 6 5 6 | 3 14 6 | 3 18 10 |
| | | | | | | | | | | | Gain | - - - £. | 23 1 6 |

Inland Office, 15 July 1843.

No. 5.—RETURN showing the Number and Net Weight, in Ounces, of Unpaid and Paid Letters to *France*, in the Week ending 27th October 1842; with an Estimate of the probable Loss if exchanged by Weight, as proposed by the New Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 5 *d.* per Rate. | Loss. | Number of Paid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | Gain. | Actual Loss. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 21 | 985 | 214 | 1,023 | 10 14 – | 21 6 3 | 10 12 3 | 408 | 95 | 608 | 7 18 4 | 12 13 4 | 4 15 – | 5 17 3 |
| – 22 | 1,008 | 240 | 1,055 | 12 – – | 21 19 7 | 9 19 7 | 382 | 85 | 488 | 7 1 8 | 10 3 4 | 3 1 8 | 6 17 11 |
| – 24 | 1,238 | 283 | 1,284 | 14 3 – | 26 15 – | 12 12 – | 365 | 109 | 647 | 9 1 8 | 13 9 7 | 4 7 11 | 8 4 1 |
| – 25 | 1,077 | 256 | 1,137 | 12 16 – | 23 13 9 | 10 17 9 | 415 | 86 | 501 | 7 3 4 | 10 8 9 | 3 5 5 | 7 12 4 |
| – 26 | 800 | 174 | 894 | 8 14 – | 18 12 6 | 9 18 6 | 247 | 76 | 456 | 6 6 8 | 9 10 – | 3 3 4 | 6 15 2 |
| – 27 | 949 | 217 | 998 | 10 17 – | 20 15 10 | 9 18 10 | 377 | 88 | 491 | 7 6 8 | 10 4 7 | 2 17 11 | 7 – 11 |
| | | | | | | | | | | | Total Loss | - - - £. | 42 7 8 |
| | | | | | | | | | | | Deduct Gain by Mails Inwards | - - | 30 13 – |
| | | | | | | | | | | | Actual Loss | - - - £. | 11 14 8 |

Inland Office, 15 July 1843.

No. 6.—RETURN showing the Number and Net Weight, in Ounces, of Unpaid and Paid Letters from *France*, in the Week ending the 28th October 1842; with an Estimate of the probable Loss and Gain if exchanged by Weight, as proposed by the New Convention, instead of each Letter being charged separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | Gain. | Number of Paid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 5 *d.* per Rate. | Loss. | Actual Gain. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 22 | 1,061 | 226 | 1,307 | 18 16 8 | 27 4 7 | 8 7 11 | 199 | 51 | 254 | 2 11 – | 5 5 10 | 2 14 10 | 5 13 1 |
| – 23 | 774 | 154 | 880 | 12 16 8 | 18 6 8 | 5 10 – | 180 | 32 | 182 | 1 12 – | 3 15 10 | 2 3 10 | 3 6 2 |
| – 24 | 1,353 | 307 | 1,528 | 25 11 8 | 31 16 8 | 6 5 – | 315 | 62 | 323 | 3 2 – | 6 14 7 | 3 12 7 | 2 12 5 |
| – 25 | 761 | 162 | 917 | 13 10 – | 19 2 1 | 5 12 1 | 203 | 43 | 208 | 2 3 – | 4 6 8 | 2 3 8 | 3 8 5 |
| – 26 | 1,109 | 229 | 1,285 | 19 1 8 | 26 15 5 | 7 13 9 | 318 | 62 | 331 | 3 2 – | 6 17 11 | 3 15 11 | 3 17 10 |
| – 27 | 1,116 | 244 | 1,433 | 20 6 8 | 29 17 1 | 9 10 5 | 245 | 57 | 269 | 2 17 – | 5 12 1 | 2 15 1 | 6 15 4 |
| – 28 | 1,103 | 229 | 1,284 | 19 1 8 | 26 15 – | 7 13 4 | 237 | 51 | 251 | 2 11 – | 5 4 7 | 2 13 7 | 4 19 9 |
| | | | | | | | | | | | Gain | - - - £. | 30 13 – |

No. 7.—RETURN showing the Number and Net Weight, in Ounces, of Paid and Unpaid Letters to *France*, in the Week ending 3d November 1842; with an Estimate of the probable Loss if exchanged by Weight, as proposed by the new Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1*s.* per Ounce. | Charge at 5*d.* per Rate. | Loss. | Number of Paid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1*s.* 8*d.* per Ounce. | Charge at 5*d.* per Rate. | Gain. | Actual Loss. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 28 | 1,076 | 243 | 1,115 | 12 3 – | 23 4 7 | 11 1 7 | 372 | 90 | 507 | 7 10 – | 10 11 3 | 3 1 3 | 8 – 4 |
| – 29 | 860 | 192 | 893 | 9 12 – | 18 12 1 | 9 – 1 | 383 | 98 | 574 | 8 3 4 | 11 19 2 | 3 15 10 | 5 4 3 |
| – 31 | 1,206 | 264 | 1,270 | 13 4 – | 26 9 2 | 13 5 2 | 473 | 108 | 585 | 9 – – | 12 3 9 | 3 3 9 | 10 1 5 |
| Nov. 1 | 1,017 | 239 | 1,087 | 11 19 – | 22 12 11 | 10 13 11 | 410 | 91 | 539 | 7 11 8 | 11 4 7 | 3 12 11 | 7 1 – |
| – 2 | 924 | 205 | 962 | 10 5 – | 20 – 10 | 9 15 10 | 383 | 74 | 498 | 6 3 4 | 10 7 6 | 4 4 2 | 5 11 8 |
| – 3 | 817 | 185 | 869 | 9 5 – | 18 2 1 | 8 17 1 | 362 | 84 | 491 | 7 – – | 10 4 7 | 3 4 7 | 5 12 6 |
| | | | | | | | | | | | Loss - - - £. | | 41 11 2 |
| | | | | | | | | | | | Deduct Gain by Mails Inwards - - | | 28 2 9 |
| | | | | | | | | | | | Actual Loss - - - £. | | 13 8 5 |

No. 8.—RETURN showing the Number and Net Weight, in Ounces, of Paid and Unpaid Letters from *France*, in the Week ended 4th November 1842; with an Estimate of the probable Loss and Gain if exchanged by Weight, as proposed by the new Convention, instead of each Letter being charged for separately, as at present.

| Date. | Number of Unpaid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1*s.* 8*d.* per Ounce. | Charge at 5*d.* per Rate. | Gain. | Number of Paid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1*s.* per Ounce. | Charge at 5*d.* per Rate. | Loss. | Actual Gain. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| Oct. 29 | 1,195 | 266 | 1,347 | 22 3 4 | 28 1 3 | 5 17 11 | 253 | 52 | 263 | 2 12 – | 5 9 7 | 2 17 7 | 3 – 4 |
| – 30 | 735 | 146 | 849 | 12 3 4 | 17 13 9 | 5 10 5 | 200 | 41 | 211 | 2 1 – | 4 7 11 | 2 6 11 | 3 3 6 |
| – 31 | 1,240 | 332 | 1,680 | 27 13 4 | 35 – – | 7 6 8 | 285 | 64 | 304 | 3 4 – | 6 6 8 | 3 2 8 | 4 4 – |
| Nov. 1 | 855 | 192 | 1,138 | 16 – – | 23 14 2 | 7 14 2 | 191 | 40 | 199 | 2 – – | 4 2 11 | 2 2 11 | 5 11 3 |
| – 2 | 1,029 | 244 | 1,269 | 20 6 8 | 26 8 9 | 6 2 1 | 245 | 53 | 258 | 2 13 – | 5 7 6 | 2 14 6 | 3 7 7 |
| – 3 | 834 | 179 | 936 | 14 18 4 | 19 10 – | 4 11 8 | 193 | 39 | 197 | 1 19 – | 4 2 1 | 2 3 1 | 2 8 7 |
| – 4 | 1,144 | 222 | 1,332 | 18 10 – | 27 15 – | 9 5 – | 246 | 50 | 258 | 2 10 – | 5 7 6 | 2 17 6 | 6 7 6 |
| | | | | | | | | | | | Gain - - - £. | | 28 2 9 |

*W. Bokenham.*

937. Colonel *Maberly.*] If the Committee will allow me, I will state how the question of charging in bulk arose. The treaty originally commenced after the penny postage, by the late Chancellor of the Exchequer having requested Lord Palmerston to communicate with all foreign countries, to know whether they would enter into communications for the reduction of postage with us. My honourable friend will recollect that it was his opinion, as well as my own; I was always strongly of this opinion, that our foreign rates were very much too high, and that it was very much for the interest of this country to lower them, to obtain markets on the Continent for our manufactures, our commerce being injured by our high rates of postage. I believe that the late Chancellor of the Exchequer felt even more strongly than I did upon that subject. The first thing he did after the penny postage was, to communicate with Lord Palmerston, and request him to write to the several powers to know whether they would enter into communication with the British Government for a reduction of postage. Answers came from several; among others, from France. It was a proposition from Marshal Soult; the basis of which was, that, provided England would reduce her postage to 16*d.* an ounce, France would reduce hers to 20*d.* Our rate, as established at the time of the penny post, was a uniform rate of 10*d.*; consequently, on the British ounce, supposing a letter half an ounce, we were getting 20*d.* I cannot exactly state the average of France, but I think about 10*d.* for British letters; consequently, she was getting at the rate of four francs an ounce, as far as I can tell; the proposition of 16*d.*, therefore, was rather in favour of England, as, while the postage of France was reduced 50 per cent., England's was not reduced in the same proportion. The Treasury consented, not only to negotiate at 16*d.*, but they proposed that the British rate of postage, instead of being 8*d.*, should be 6*d.* the single rate, or 1*s.* an ounce; and they proposed

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proposed to France to make a still greater reduction in the postage, but at the same time requesting the Post-office to communicate with the French Post-office, and to inform them that if they (the French) could not consent to a greater sacrifice than two francs an ounce, the British Government would still consent to negotiate on the basis of 1*s.* an ounce for the British and of 20*d.* an ounce for the French postage; that is, two francs an ounce. France would not lower her rates; in point of fact, it was not reasonable to expect she should, for the French rates previously were low, and the British, previous to the reduction of postage, had been very high; and France therefore would say, "It is very reasonable for you to reduce; your postage was very high, ours was only at a fair rate; therefore, though we make a less sacrifice than you, or an equal sacrifice, the sacrifice will be more felt by us than by you. You cannot call upon us in justice to reduce our postage to a still lower rate; when that postage was already low, yours was very high, and when by reducing yours to half you have only got to a fair standard." That was the reasoning, I believe, of the French government; and they stipulated further, that in taking two francs an ounce they should have the power of collecting their rate according to distance, on letters the postage on which was collected in France, so that when the distance was less the sum should be low, and when the distance was greater the postage should be greater; but as regarded letters the postage of which was collected in England, the rate should be uniform; that was the basis of the negotiation. I think the next step was a Treasury Minute, sent to France upon this basis, through Lord Palmerston; which Treasury Minute the Post-office, I think, did not have at the time, nor till I received it directly from the Chairman; the date of that is the 28th of April 1840. The basis of the exchange at 1*s.* an ounce on the part of England, and 20*d.* on the part of France, was sanctioned and laid down by my honourable friend the late Chancellor of the Exchequer; the principle was also sanctioned of the varying rate according to the distance. It was stated in the Treasury Letter that we could not send a person over to France immediately, on account of the pressure of other engagements, and the French government were requested to send some one over here, which they did not, and the negotiation was suspended for a certain time; but the basis remained the same. When the present Government came in, Monsieur Guizot applied to Lord Aberdeen to renew the negotiation, and it was agreed that Monsieur Dubost should come over to this country to renew the treaty. I should state that a further principle was recognized as I thought at the time of the original negotiation, to which the French gave no definite answer, which was as to the transit letters, that France should reduce her territorial rate on transit letters, the scale as to territorial rate for inland letters being made two francs an ounce; that she should charge no more on a transit letter (a letter, for instance, between England and Sardinia, England and Italy, and England and Turkey) than two francs an ounce. England, on her side, stipulated that she should have the power of charging 6*d.* on each transit letter from France, through England, to our colonies, or America or foreign countries, and should, in addition to that, charge the actual rate she charged to her own subjects. These propositions I considered almost agreed to, as to transit rates. When the proposition first reached the Post-office, an exchange in bulk was proposed by the Post-office; I had a strong opinion in its favour, and recommended to Lord Lichfield to suggest it. It was rejected by the Treasury on the reasons they gave, founded on the view they took of the apparent loss in the transaction. There were various other points which are not material. Lord Lowther proposed it again when the negotiation was resumed, but the suggestion was not entertained, as a letter was received from the Treasury refusing to accede to the exchange in bulk, on the ground of the loss, and directing the Post-office, in any negotiation it conducted, to proceed on the basis of the present system. Monsieur Dubost shortly came over; my advice to him was, knowing that the negotiation would be otherwise rather a long business, to adhere closely to the conditions which I maintained had been laid down, namely, the 1*s.* and 20*d.* the ounce, the reduction agreed to on international letters, and the adoption of the uniform territorial rate based on principles before mentioned, for the transit of letters between the two countries; telling him, that if he proposed to make merely a short addition to the present convention, embodying those principles, he would be detained here little more than three weeks or a month, inasmuch as everything was settled, and there was little else to do but to send

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the official papers to the Treasury, for their sanction, as the principle and basis of the negotiation were already concluded and agreed to. Monsieur Dubost, however, said he was desired to propose a new convention altogether, and the consequence was that in a few days he sent in a long counter-project, consisting of 90 or more articles, proposing a total change in the existing treaties and which we hardly supposed France was disposed to adopt. On going over them, Lord Lowther perceived that they embodied provisions which he considered most advantageous to this country, and I may say to the world in general (in point of fact, the treaty makes England and France the channel of communication for the whole world), and decided that I should go with Monsieur Dubost through the articles of the convention, reserving disputed points for the consideration of the Treasury, and see whether we could not come to an agreement upon them, rather than reject the consideration at once of a treaty which he considered so advantageous, not only to the countries concerned, but to the world at large. The consequence was, that we went through the treaty together, and agreed on the various provisions with a good number of modifications, with the exception of the disputed points which were reserved for the Treasury. Those disputed points were, first, the exchange in bulk, which Monsieur Dubost said had been agreed to by a Treasury Minute of the late Chancellor of the Exchequer, and that we had no right to depart from it. The next point was, that he insisted that the division of the ounce should be into four parts instead of into two parts; so that we were only to have 3*d.* instead of 6*d.* for a single letter when collected in this country. When on going through the treaty with Monsieur Dubost, I came to the articles embodying these most material points, I instantly said, "I cannot negotiate on these points; these are reserved. One we are expressly forbidden to accede to by the Treasury, the exchange in bulk; on the other my own opinion is, that the loss would be infinitely more than the Treasury would consent to, and therefore these articles must be reserved altogether in any negotiation. When we had gone through the remaining articles, I said to him, "The best way to decide the matter is for you to send me in a letter stating your opinion on those points, and then we will write upon the subject, and give our reasons why we think you ought not to press them." This course was adopted, and the consequence was an interview between my noble friend the Postmaster-general and the Chancellor of the Exchequer, at which I was present. The Chancellor of the Exchequer came to the conclusion that there might be something in the argument about the exchange of weight, founded on the original Treasury Minute, though subsequently, France had been clearly told we should negotiate only on the footing of letter by letter; but that with regard to the division of the ounce into four parts instead of two, her arguments were not tenable, and he should reject that altogether. When he came to look at the exchange in bulk, he found the loss not so serious as had been apprehended; that the loss would not amount to above 2,500 *l.* a year, and he consented to waive it; but the other proposition he came to a determination to reject altogether, and to have a single rate of 6*d.* instead of a single rate of 3*d.* Upon this decision, Monsieur Dubost at once said that he was placed in great difficulty, and that his government, he thought, would never consent to the proposition as it then stood; they had calculated all along on the division of the ounce into four parts instead of two; he admitted we had a case as to exchange in bulk, but they had a right to calculate on the other. The question then came, what compromise should be made, so as not to sacrifice the great advantage of the treaty, especially the advantage on transit letters. Monsieur Dubost said, he thought if our Government would consent to reduce the claim from 6*d.* to 5*d.*, the French government would still go on; and the Chancellor of the Exchequer having conceded this, the treaty was concluded, with some few modifications afterwards, such as a reduction on the transit postage on letters to India, on which letters France consented to reduce the rate to two francs; and with those modifications the treaty was concluded, and assumed the shape in which it at present stands.

938. What was the way in which the transit of our Indian mails was calculated, according to this treaty?—The payment to France may be calculated roughly at 11,000 *l.* to 12,000 *l.* a year, on which we saved 5,000 *l.* or 6,000 *l.* a year; France gave us up 5,000 *l.* or 6,000 *l.* a year; it was four francs previously, and was reduced to two francs.

939. That is an advantage gained by this country?—Yes, by the subject; it appears

appears as a loss to the gross revenue, because we collected it before; it is a remission of taxation; the rough calculation I made of the whole loss was about 42,000*l.* or 43,000*l.* gross sacrificed, and Monsieur Dubost estimated the French loss at much about the same sum: but the great object of both parties was to settle the treaty on a footing of perfect reciprocity, both from a feeling that we should be responsible to our own governments for whatever concessions we made, and from a wish to have it founded on a fair and honourable footing, such as would not be likely to stand merely for a day, but should be permanent, and be such as both parties could justify to their respective countries.

940. Will you state what are the principal advantages which Great Britain gained by this treaty, which, in your judgment, make a compensation for the loss of revenue arising from the mode of charging postage in bulk, and not numerically?—The treaty was divided into four parts: the first, that which related to international letters; the next was the communication with the Mediterranean, separate from the international correspondence; the third was the transit correspondence; and the last point related to the Indian correspondence, also to newspapers, and some miscellaneous items. On the first branch, the international correspondence, the advantage to both countries was a great reduction of the rate, in the first instance; the next advantage was the establishment of a communication between the Channel Islands and France, on a regular footing, which had previously not existed. The next advantage was a communication between France and England at various points of the coast, as to which we never could get them to treat previously; not only a communication at various points of the coast, but a provision that letters, when landed on those parts of the coast, should not be confined in their circulation to the ports themselves as formerly, but that they should go through the interior of France, and *vice versâ*, in transit to foreign countries. The Committee perhaps are not aware, that though a communication previously existed between Dieppe and Brighton, and Havre and Southampton, it was only for letters posted at Havre itself to be circulated in the town of Southampton itself; consequently, though a ship-letter communication by that route, a letter posted in Paris, if directed by way of Dieppe to Southampton, would not go through Dieppe but by Calais. Now, the letters passing through these ports, pass through the respective countries to their destination; this, therefore, established additional lines. I may state in illustration of this, a facility given previously to the treaty by my honourable friend the late Chancellor of the Exchequer. The merchants at Havre were very anxious to send their letters by the Great Western steamer to America. Under the old regulations they were obliged to send their letters round *viâ* Calais, and thence to Bristol; my honourable friend the late Chancellor of the Exchequer directed me to inform the merchants of Havre and that part of the country, through M. Conte, that if they chose to send their letters direct to Southampton, they should be permitted to go on to Bristol, for America; but that related only to the United States and Canadian correspondence. It is the extension of this principle which is carried out by the new treaty. The next point is the letters for the Mediterranean. By that part of the treaty, Malta is made the pivot on which almost the whole of the Mediterranean correspondence turns; an optional payment is given between France and Malta. Algeria, I should have before observed, is included under the name of France; it is considered as part of France; therefore a letter posted in Algeria is henceforth as much a French letter as if it were posted in France. Malta is placed in correspondence with the offices at Marseilles and Paris, and with the office at Alexandria, the Dardanelles, Smyrna, and Constantinople; optional payment being established between the English offices at Malta and Alexandria and Gibraltar by the French and British Mediterranean packets, and the French offices, provision is made, that French and English letters shall be circulated at low rates between all those offices, and without previous payment, the account to be settled between the two countries. This gives rise to very great facilities; for instance, a person who wishes now to send a letter from London to Constantinople, can do it at the low rate of 1*s.* 3*d.*, instead of the high postage to which it was formerly subjected, and great facilities are afforded to the intercommunication in the Mediterranean. I should observe, that all our colonies have these facilities as well as the mother country. With regard to transit letters, the rate was reduced considerably. To Sardinia, I think, we have the power of paying to the destination; to Switzerland we have the same power, with an uniform

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rate in both cases. France gave us all that she could in an optional payment to Tuscany; and to the Roman States one way, that is, going to the Roman States. To and from the kingdom of the Two Sicilies, an optional payment both ways; and after giving us, in point of fact, every facility that she possessed herself for transit letters, and reducing the rate to a low point, there is a general provision for ship letters, and for letters carried by the packets of the respective countries to countries beyond the sea, for which each country accounts to the other at four francs an ounce. This I look upon as a most valuable provision, inasmuch as France is creating a very large navy of steam packets, 14 great steamers, which are intended for the West Indies, America, and Brazil, and this article will give us the power of forwarding our letters to Brazil, the United States, and Martinique and Guadaloupe, at the low rate of 1*s.* 3*d.* a letter, the line being in point of fact a second line to that already established by us, and which has already succeeded so well, I mean the Cunard line. The last portion of the treaty related chiefly to the Indian mail, and to the power of conveying closed mails through France, closed mails to and from all countries, whenever we choose to send them; that gives us the power of negotiating any treaties we please, without the intervention of France with those countries which are on the frontiers of France: for instance, if at this moment we wished to negotiate with Prussia, we can negotiate with Prussia with the same ease as if Prussia touched our frontier; all we have to do is, to demand the privilege of sending our mails closed through France, and we could establish an account with Prussia with just the same ease as if Prussia was in the situation of France itself. The same thing applies to Switzerland, Germany, and many other countries. The Indian mail remains pretty much upon the same footing, except that France, of her own accord, stipulated that she should convey the mail in 72 hours from Calais to Marseilles in summer, and 80 hours in winter, instead of the former time, which was 102; thus reducing, by 30 hours, the passage through France; she bound herself voluntarily not to change the time of her Mediterranean packets without six months' notice to the English Post-office, and various stipulations of that sort, in which she acted with great liberality; and, lastly, in the conventional articles, she has given us the privilege of optional payment to the dominions subject to the Prince of Tour and Taxis, and those countries with which she has conventions; and also to Baden and Bavaria, which at the time the convention was going on she could not grant, but which she subsequently arranged and conceded to us. All these together present a treaty which combines, in my opinion, the greatest advantages to this country; and not only to this country, but to the civilised world.

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*Lunæ*, 24° *die Julii*, 1843.

MEMBERS PRESENT.

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|---|---|
| Mr. F. Baring. | Mr. Hawes. |
| Mr. Bramston. | Mr. E. Tennent. |
| Sir George Clerk. | Mr. Trotter. |
| Mr. Cripps. | Mr. Wallace. |
| Mr. B. Denison. | Mr. Wyse. |
| Mr. Escott. | |

SIR GEORGE CLERK, BART. IN THE CHAIR.

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Lieutenant-Colonel *Maberly*, called in; and further Examined.

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941. *Chairman.*] YOU have with you certain papers to deliver in?—I have; this is a Return of the day mails that have been established.

[*The same was read, as follows:*]

A RETURN showing the DAY MAILS that have been established, with the Date of Commencement of each.

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| NAME. | DATE OF COMMENCEMENT. |
|---|---|
| Irish Express | 5th September 1837. |
| London and Brighton | 23d July 1838. |
| London and Dover | 27th August 1839. |
| London and Southampton | 17th December 1839. |
| London and Portsmouth | 17th December 1839. |
| London and Cheltenham | 17th December 1839. |
| London and Bristol | 30th July 1841. |
| London and Cambridge | 23d December 1842. |
| London and Edinburgh, and Glasgow | 8th November 1838. |

24 July 1843. *Geo. Stow.*

This is a letter from the Treasury, sanctioning the award made by the arbitrators fixing the amount to be paid for the conveyance of the day mails.

[*The same was read, as follows*:]

My Lord, Treasury Chambers, 9 February 1839.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Lordship's report of the 4th instant, on the subject of the award made by the arbitrators fixing the amount to be paid for the conveyance of the mails upon the Grand Junction Railway at a total sum of 40 *l.* a day, or 16,425 *l.* a year. This Board concur with your Lordship in opinion that the early morning train should not be discontinued, and consequently that the charge must continue to be paid by the revenue, as awarded.

I have, &c.

The Right hon. the Postmaster-general. (signed) *F. Baring.*

942. Have you concluded the remarks which you wish to offer upon the subject of the postage treaty with France?—I have scarcely any other remarks to offer upon that subject. I am not aware that anything is stated against the Post-office, except that it is made a matter of charge against it that it exchanged in bulk; which exchange in bulk, as will be shown by official correspondence, was proposed and insisted upon by the French government, and that such exchange was proposed by the Post-office, when it was objected to in the negotiation between the Post-office and the French government, and reserved for the consideration of the Treasury, the Treasury subsequently approving of the proposition. I should further state, that the opinion of the practical officers is, that the ultimate effect, instead of being injurious to this country, will be in favour of this country; that we shall gain; that is the opinion of the Inland-office.

943. Mr. *Hawes.*] What do you mean by gain?—I mean that a greater amount of postage will be collected in this country.

944. You mean to say, that in the gross amount of postage revenue we have the advantage of a larger share falling to us?—The question is a very complicated one, and which can scarcely be understood except by the attentive consideration of persons familiar with post-office matters. The honourable Member will see, when he comes to consider it, that we gain, from the nature of things, on the amount of postage collected in this country, and for this reason, that we have to pay France for only four rates, whereas we receive five rates. If the amount of postage received on the number of ounces of letters in this country is greater than that which is collected on the letters paid in France, the balance is in our favour, and against them; the practical officers believe that that will be the result.

945. What are the number of rates?—The rate is 5 *d.*; we pay for a letter to France four rates, that is 20 *d.*; but we believe that we shall get 25 *d.* for the ounce of letters, and not 20 *d.*

946. *Chairman.*] Will you turn to page 40 of Mr. Hill's evidence. It is there stated by him that, according to the present arrangement, foreign or transit letters cannot be forwarded by parties through this country, by post, to foreign countries, unless they have some agent in this country to pay postage for them; have any measures been taken to remedy this inconvenience?—Not any

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measures. Some governments do account to us for postage; others not. I think the governments that accounted to us, previous to our having treaties, were Hamburgh. I do not think Lubeck had an account. Holland has an account at this moment. Prussia, I think, has an account through Belgium and Holland; Belgium and Holland also. Sweden had, so long as we had direct posts. Denmark has not except through Hamburgh; most foreign countries can forward and receive letters through the same channel. The honourable Member will see that the concession of this direct privilege involves a point of considerable importance. When we are attempting to negotiate with foreign powers, it is not very expedient to give up some of those privileges in return for which you will get corresponding concessions from the foreign powers; if, therefore, you make all your concessions beforehand, the foreign power will say, We have nothing to receive from you; you have given us all we want, and now we will make none of those concessions which you originally wanted.

947. Had not France the privilege of sending letters to this country, to be forwarded, under the late treaty?—France had under the convention of 1836; the late treaty has very much extended that facility.

948. That is a facility which will be given to any foreign country applying for it, upon entering into an equitable treaty upon the general subject of postage?—I have always recommended it; whether the Government would accede to it is another point. I should state, in justice to my honourable friend the late Chancellor of the Exchequer, that on looking over the private correspondence which I had with him, I find that Marshal Soult's proposition must have been submitted to me, inasmuch as I find a letter from me to him upon that subject, long before any official correspondence appears upon the question; consequently my impression is, that he must have sent the treaty to me, confidentially, to look over, and I must have returned it before the Treasury Minute was drawn up, to which, I see, I wrote an answer on the 10th of May.

949. Mr. *T. Baring.*] From your knowledge of the mode of conducting business, do you not think it very possible that I might have some objection to have sent a paper containing a confidential communication for the purpose of negotiating a treaty, to be copied up stairs as a common paper; and that that may have been the reason why a copy of it was not forwarded to the Post-office, as in common affairs it would have been?—Decidedly.

950. *Chairman.*] Do you consider that it would be expedient that power should be given to prepay letters to all the British colonies, in this country?—Between every colony and the mother country, where the Post-office is under the Postmaster-general, there is at present an optional payment of the packet-rate between this country and the colony: as relates to the internal colonial postage, there is an optional payment only in the North American colonies. In Jamaica, which is the only colony where there is an internal postage, there is not an optional payment beyond the packet rate, the British rate. The foreign rates can be collected in Jamaica, but not the internal colonial postage. The honourable Member will see that it would be very difficult for us to collect the internal colonial postage, as relates to Jamaica, unless some different principle from the present is adopted. The postmasters in this country would not know the different places in Jamaica; and they would not know the rate from the point of landing to those different places in Jamaica, which are calculated on different principles from the English rate, namely, by distance and by enclosures.

951. A letter addressed to Australia or New Zealand cannot be prepaid in this country at present?—With New Zealand there is no communication, except by private ships. New Zealand is now under us; at present we scarcely know how the arrangement stands; we have written out to ascertain it. Australia will be, I believe, shortly placed under us. Lord Stanley has communicated to the Postmaster-general, that, so soon as we shall be ready, he intends to make a proposition to the Treasury for placing Australia under us. There has been great delay in the correspondence between this country and Australia; and Lord Stanley brought the subject before the Postmaster-general, and the Postmaster-general decided, on the whole, that it was better for the colonies that there should be some general superintendence over them on the part of the mother country, and that things were much more likely to be brought into a good and regular state by placing those colonies under us, instead of leaving them to the arrangements made by their local governments. The same view was taken by my honourable friend the late Chancellor of the Exchequer, with reference to New

New Zealand, which he placed under us; and though, of course, it involves an infinity of labour, on the part of the Post-office, yet I am strongly of opinion that the mother country should have a general superintendence over the post, as the best way to get them into one uniform system, especially from the great advantage of combining their posts into one arrangement in negotiations with foreign powers. The Committee will see at once that France or any of the great European countries, or the United States of America, would refuse to negotiate with a British colony; but that, in negotiating with the mother country, with England, it is very easy to combine and arrange, in one uniform system, all the interests of the British colonies, so as to give them the advantage of the power and influence of the mother country in negotiations conducted with foreign powers.

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952. Will you state to the Committee the circumstances under which the notice was lately issued by the Post-office, stating that letters for those two colonies could not be forwarded from Bombay, unless the parties sending such letters appointed agents in Bombay to pay the postage for them?—I cannot state the exact correspondence from memory; I believe the Honourable Member the Secretary of the Board of Control has the correspondence before him; but I can generally state the reasons and the nature of the arrangement. At the time the communication to India, from Suez to Bombay, was established, we recommended a packet-rate of 1*s.* a single letter to be taken by the Post-office, from shores of Persia and Arabia to India, in return for the 50,000*l.* a year which is borne on the Parliamentary estimate. The East India Company gave up the postage arising from that arrangement, between Suez and Bombay, to us. This rate it became necessary to collect. So far as the United Kingdom was concerned, it was very easy to collect this rate; all we had to do was, to levy the postage on the letters when addressed to India and when received from India, and we got that rate without any accounts with the East India Company; but there were other classes of letters upon which it was impossible to collect that rate without the intervention of the East India Company. A letter, for instance, from France or Germany, or Italy, or from the Mediterranean, going to India, became liable to the Red Sea rate, from Suez to Bombay. As we had no accounts with those countries, it was necessary to collect this rate in India. This led to a long correspondence with the East India Company, whose measures and weights were quite different from ours; and at length a kind of system was adopted, by which that rate was collected in rupees and annas, the weight of the letter being estimated in tolas in India, and accounted for by them to us. In the payment of those accounts to us, it struck me that we lost a shilling upon those letters which were addressed through India, namely, to China, to Singapore, or to Australia, by the overland route, inasmuch as the East India Company did not pay the postage for those letters, which they had no means of collecting. The question, therefore, in going over this account, occurred to me, that it would be right to ask the East India Company what became of the money which we ought to have received upon those letters; we accordingly put the question to them. The correspondence was sent out to Bombay, and in answer we received a letter from the East India Company, enclosing the copies of all the correspondence, and the reports of their various postmasters-general in India, from which it clearly appeared that we not only lost 1*s.*, but that the East India Company lost their transit-rate across India; or if they were sent by sea, their sea-postage on such letters; and further, it was stated in the Postmaster-general's report, I think Mr. Escombe's report, that in consequence of this, the government in India had adopted an arrangement for the future, by which no letters should be sent on from Bombay without the postage being paid, and that in the case of the postage not being paid, the party to whom a letter was addressed should be written to, and when he remitted the postage, that the letter should be forwarded. Now I will just beg the Committee to observe the effect of this system: the authorities in India, the moment they found out that they did not get their transit postage, by which they were out of pocket, stopped the passage of those letters on; they detained them at Bombay. Now suppose an individual resident in China, or suppose an individual resident in Australia or New Zealand, his letter remained in the Post-office at Bombay; the Postmaster-general directed a circular to be sent to the individual in Australia, in New Zealand, or in China, from Bombay. When he got back from that individual in Australia, or in China, or in New

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Zealand, the amount of the postage which was due upon that letter, and received that postage at Bombay, then he forwarded from the post-office at Bombay the letter so directed to that individual: consequently it would take about a month or 40 days to get that letter to Bombay, and the letter would then lie at Bombay; from Bombay to Australia there may be about four or five communications in the year; the notice of the Postmaster-general at Bombay would go to the individual at Australia, who might be 1,000 miles up the country; he might get the letter possibly at the end of about seven or eight months; he would then have to send his money back. How he was to calculate in anas, or in rupees, or tolas, I cannot tell; he would then have to send the amount of the postage from Australia; which postage, if he could remit it at all, would arrive in about eight or ten months; and at the end of about 14 or 15 months, the letter, after having lain in the post-office all that time, would have to be despatched to the individual in Australia, if, which was the more probable case, in the meantime the climate or vermin had not destroyed the letter altogether. The moment this came to our knowledge we sent a letter to the East India Company, pointing out that it might be expedient to issue a notice to parties in this country, that if they wished their letters to go safely, their best course would be to direct them to an agent at Bombay, which agent would pay the postage, and have them forwarded immediately from the post-office in Bombay by the most convenient conveyance, as soon as possible.

953. Mr. *Tennent.*] What date was that?—The 28th of February. The East India Company caught at the suggestion, and adopted it as their own; in fact, I may say the suggestion was almost more that of the East India Company than ours; upon which we said, that as they adopted our views we would send them a notice, which we would beg them to correct. We consequently drew up a notice, and sent it to them for correction; the East India Company left Ceylon in the original notice; there were a great many letters to Ceylon; they sent it back to us with their alterations; some trifling alterations we took, but the body of the notice we left as we originally had framed it; and I particularly recommended Lord Lowther to strike Ceylon out of the notice, as I myself knew that letters between this country and Ceylon went forward without being detained at Bombay, having connexions of my own at Ceylon; at this moment I have a brother there, and I knew that my letters reached him and his letters reached me. In addition to which, Mr. Lee, the postmaster-general in Ceylon, was over here a year or two before, and we had clearly understood from him that letters went forward to Ceylon without detention on account of the postage not being paid, there being an arrangement between the government of India and the government of Ceylon for the collection of the postage; the East India Company, therefore, had left Ceylon, in the notice that letters to Ceylon could not be forwarded without payment of the postage; we struck it out, believing that the letters went forward, thinking that that class of letters was so large that the public would be most seriously inconvenienced even if we did not take the chance of it upon our own authority, though the East India Company could not give us definite information upon the subject. I can only add, that I think it was perfectly right that the public should know in what situation they stood when we discovered the real facts of the case; it seems to me absolutely essential that the merchant and the trader should know, when they have despatched important letters, that those letters are not forwarded beyond a certain place, but are detained in a certain post-office, and that when they think they are corresponding securely and expeditiously with China and Australia by means of a more expensive communication, they should not afterwards find, at the end of a year or two, that their letters have never reached their destination, owing to their not having been forwarded contrary to their expectation, and contrary to their knowledge, in the absence of information on their part to the destination for which the letters were intended. I may also add, that a similar course was adopted in the case of an arrangement which was previously made for the conveyance of letters on the coast of South America across the Isthmus of Panama; the province Panama, about a year or two ago, had revolted from the central government of New Granada, and immediately after its revolt it acquainted our consul that it was ready to grant us a free transit of our letters over the Isthmus of Panama, provided we took upon ourselves the charge of the conveyance. We accordingly availed ourselves of it, and the letters went forward as far as Panama, and as

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my honourable friend, the late Chancellor of the Exchequer, knows, a rate of postage was taken to Panama, with the expectation of getting a communication by means of a British Steam Company, which was established in the Pacific along the west coast of South America. This information we issued to the public, that they could send their letters to Panama at the rate of 1*s.*; shortly after the state of New Grenada recovered its authority over the province of Panama; and the first thing it did was to withdraw that concession which the revolted province had granted to the Post-office of conveying its correspondence across the Isthmus, insisting upon its right of sovereignty, and that the letters should go into the post-office of Chagrés. The moment we discovered that this was the case, we informed the public that they must not trust to their letters being forwarded as previously they had been to Panama, that in all probability they would lie in the post-office at Chagrés, and that the best course to adopt therefore would be to send them under cover to an agent at Jamaica, who would make arrangements for conveying them on between Jamaica and Panama; I think the decision was the right one; the course is precisely the same, and I am prepared to justify it in both cases.

954. Are the Committee to understand that the regulation for stopping the progress of the letters at Bombay was adopted by the East India Company, and that al that the Post-office did in this country was to notify the existence of such a regulation to the public here?—Certainly; if I had been asked as to the course I should have recommended the Postmaster-general to adopt in similar circumstances myself, had I been in the situation of the Postmaster-general at Bombay, (though it is rather invidious to say so, yet I am compelled now to say so in justification of the Post-office), I should have continued the old regulations till I had been enabled to report to my superiors in this country the circumstances for their consideration and decision; by that means the public would not have been deprived of the advantages of forwarding their letters without the point being fully considered, and without some measures having been taken, if, indeed, they could have been taken at all legally, for the levying the postage in this country, so that the letters might go forward.

955. Mr. *Tennent.*] Were doubts entertained whether the Post-office had the power of levying prepayment?—Till April last, our solicitor was of opinion that we could not legally levy the 3*d.* in this country; but an opinion was given on the colonial law of North America by the Attorney and Solicitor-general, from an incidental point, in which opinion by the Attorney and Solicitor-general, the Post-office now find that they have the power to collect the colonial rate in this country in the same way as they have the power to collect the foreign rate, if the party chooses to pay it; but that if the party does not choose to pay it, they have no power to compel him to pay it.

956. That applies to the colonies, but how does it affect the East India postage?—The East India Company's possessions are considered by the Attorney and Solicitor-general in the light of a colony; our solicitor considers that we have power to collect any rate levied by the East India Company, or any rate imposed by a colonial legislature, in the same way under the terms of the Act as we have a right to collect the foreign rate, about which there was never any question, but till April last we knew nothing about that. I think the opinion of the Attorney and Solicitor-general reached us about the same time as we issued the notice; there was not a difference of more than five or six days between them.

957. *Chairman.*] Was that notice shortly afterwards withdrawn?—It was withdrawn in consequence of a communication from the East India Company that they would no longer levy the 3*d.* rate, which is, I believe, the rate collected upon all letters sent by sea from Bombay, and that they sacrificed that postage rather than put the community in England and elsewhere to inconvenience; I may say, however, that I really do not know what has been done upon the subject thoroughly at this moment, nor do I believe the East India Company know; it was but two days ago that I received from Monsieur Conté, the head of the French post-office, a communication begging to know whether French letters were sent forward in common with English from Bombay, addressed to Australia or China; my answer to him must be, that I really cannot tell him, that I will communicate with the East India Company, that my belief is that letters from France are treated in the same way as English letters, but that I have no precise information to give him at present.

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958. Mr. *Tennent.*] Have you any idea of the number of letters sent through Bombay by sea to those colonies from this country?—They must be very few indeed, I think, with the exception of Ceylon; to Ceylon there are about 1,000 a mail.

959. Do you apprehend that those letters are so numerous as to warrant the appointment of an agent at Bombay, for the purpose of receiving and forwarding them?—Certainly not; the number forwarded to Ceylon by the last mail was 910, the whole July mail.

960. Mr. *F. Baring.*] Did this correspondence, on the subject of the detention of letters, go through the Treasury, or was it between the East India Company, or the Board of Control, and the Post-office?—It was direct with the East India Company; it came out incidentally, upon a question of accounts between the two accountant-generals as to the payment to us of the Red Sea rate.

961. Did the Post-office bring the question before the Treasury with the view of making some arrangement with the East India Company more convenient than that which was contemplated?—I think it was previous to that notice that I was in conversation with a connexion of mine, who is a director of the East India Company, when I mentioned to him the great advantage that would arise to this country if the East India Company would adopt an uniform transit-rate through India; I told him, that if he would permit me, I would give him, confidentially, a memoradum of my ideas upon the subject, and place it in his hands, to be brought before the proper officers. My own view of the case was this, that if we could get the East India Company to adopt, comparatively with their own post, so low a transit-rate through India, to Madras or to Calcutta, a communication through India would form a much better means of intercourse with China and Australia than the present one by private ships. I thought that if they would take about 1*s.* 6*d.* outwards and 2*s.* inwards, which would have brought the rate to about 3*s.* or 3*s.* 6*d.* a letter, merchants and bankers, to whom cost is not so great an object, but speed everything, would have consented to pay that rate willingly, in consideration of the advantageous communication that would have been afforded. I got a private answer from Mr. Dickenson, the secretary to the finance committee, with whom chiefly those matters rest, that he would bring the subject before the court officially. The subject was brought before the court officially, and I think also that there was a communication at the same time, on the same subject, from the Treasury; I do not know how it arose, but in that we stated our opinions strongly as to the advantage of it, and also that we thought the East India Company would do right, in a financial point of view, in adopting our suggestion, inasmuch as, having the posts already established, they would be at no fresh expense for the conveyance of this correspondence, which would be very light in bulk, and which would be new correspondence, and that therefore they would profit to the extent of it, whatever it was, the profits being applied to reduce their expenditure. The answer to this, I am sorry to say, was a refusal; and the ground that they have taken for this refusal is, that their inland postage is three or four times higher than the arbitrary rate we had assumed, and that if they conceded the reduction to us, they would have no valid ground to resist a reduction of their rate to the same extent in favour of the inhabitants of India.

962. You issued a notice which occasioned, as you are aware, a great inconvenience to the public?—No, I contend that it was not an inconvenience to the public.

963. The notice was convenient, but the arrangement was exceedingly inconvenient to the public?—The arrangement was inconvenient, but that arrangement existed, and had been carried into effect by the East India Company. The question was, whether the public should be subjected, without any notice, to the inconvenient effect of that arrangement then in existence.

964. Did you make any communication to the Treasury with a view of properly and accurately representing to the East India Company the inconvenience of that arrangement, and the importance of making a better arrangement?—I think not; it has not been the practice of the Post-office to consult the Treasury on those minute details; and this I consider was a minute detail of the Post-office.

965. Do you consider that the communication with China and Australia, communications upon which our colonial trade must depend, minute matters?—

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I do consider them minute matters, inasmuch as the thing was done; and the only question then was to give notice to the public. As to the means of remedying it, that was another matter; that might have been brought before the Treasury, and in all probability it would have been.

966. Mr. *E. Tennent.*] In the meantime, prior to communicating with the Treasury, a representation was made direct from the Post-office to the East India Company, with a view to a regulation upon the subject being come to?—Yes.

967. Mr. *Hawes.*] An official communication?—A private communication first, which communication was subsequently made an official one. I have no hesitation in saying that I thought it a great improvement, and I made it through a connexion of my own; I have connexions and friends in the East India Company.

968. Mr. *E. Tennent.*] It was a private communication, in reply to which you received an official letter?—Yes, a private communication, which was subsequently made official.

969. Mr. *F. Baring.*] Is there not a Minute of the Treasury, directing that all communications from all departments to the Post-office shall go through the Treasury?—There is.

970. Is that in consequence of the great inconvenience that has arisen from private communications taking place between the different departments?—Yes; but if the Honourable Member will allow me to put a question to him, does my honourable friend mean to say that a question of account as to the actual money to be paid by the East India Company to the Post-office was to be first submitted to the Treasury? The accounts come, of course, direct under cover from one accountant-general to another accountant-general, and unless some question arose upon them they would not be brought under the notice of the Postmaster-general, much less of the Treasury.

971. Do you consider this a mere matter of account?—Yes; it arose upon the question whether they had paid us the Red Sea rate.

972. Is the convenience of the public in the conveyance of those letters, or the stoppage of those letters, a mere matter of account?—But the stoppage had taken place; what we might have done afterwards was a subsequent question; the first thing was to take immediate steps that the public should not suffer from that which had been done by the Post-office in India, and next would arise the question as to the mode of remedying it; and if the Honourable Member asks me my opinion upon that, my opinion is that the Post-office would have remedied it in two months, whereas the Treasury would not have remedied it in two years, such is the circuitous nature of the communication now established.

973. Mr. *Hawes.*] When did the Bombay Office complain of the trouble and inconvenience of receiving and despatching letters for nothing?—They never did complain of the trouble and inconvenience of despatching letters for nothing.

974. When did the first difficulty with reference to the transit of these letters arise?—Our first question to the East India Company, as to the payment due to us on account of the Red Sea rate, was made on the 18th of June 1842. This is the precis made for the Postmaster-general of the state of the case, which I will read.

975. Is that a Post-office document?—It is.

976. The Post-office have drawn up a memorandum upon the subject to the post-office at Bombay?—They have, for the Postmaster-general.

977. What led the Post-office to have their attention drawn to that subject?—Indeed I cannot state. Lord Lowther, I suppose, in the communications which he is constantly having with the Chancellor of the Exchequer and with the honourable member the Chairman of this Committee, finds, I imagine, that general information is wanting upon the subject; and he sends down to the office, directing a precis of the correspondence to be drawn, and the precis is drawn. As for this precis, I never saw it till the other day. It was drawn by my chief clerk. I have seen the general correspondence, but I never saw the precis till the other day. The precis is a mere summary, made by the clerk from the correspondence.

978. When did the Post-office first learn that the letters were detained at Bombay?—The 24th of November 1842. Here is the precis: "In a letter to the East India Company of the 18th June 1842, on the subject of the collection

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of the Red Sea shilling rate of postage due to this office, inquiry was made whether the letters not transmitted to or from this country, passing through India, were subjected to that rate. On the 5th July 1842, the Company promise to obtain this information. On 24th November 1842, the Company sends copies of correspondence from Bombay (dated in September) stating, it will be perceived from that correspondence, that no postage, till lately, was levied on letters of the kind in question, but that measures have been now adopted for the realization of the postage due." On the 28th February 1843, referring to the preceding information, the Postmaster-general requests to be informed whether there is any reason to believe that the letters despatched from this country by the overland mail to India, addressed to China, Singapore, Australia, and New Zealand, or any other places beyond India, are detained under the recent arrangement described in the despatch from the Government of Bombay, of the 14th September alluded to, for want of payment of the transit postage through India; and also of the ship-letter rate, understood to be required on their despatch forward to their destination. It was explained to the Company that the motive for this inquiry was, in the event of the detention of such letters for want of transit postage, that the public might have the necessary notice. On the 2d March 1843, the Company state they have no further information beyond that given in November last, but they observe, 'it would seem from the papers in question that letters of the kind alluded to, addressed to China, &c. &c. or other countries beyond the control of the East India Company, are detained at Bombay for the payment of the postage, though letters for Singapore being within their jurisdiction, are most probably forwarded to their destination; and they therefore suggest a public notice to the effect proposed in our letter should be immediately issued. On the 4th March 1843, a notice having been accordingly prepared, was, in order to prevent any mistake or confusion, sent to the East India Company for revision. On the 30th March the Company returned this notice, recommending that Ceylon should be specially named as one of the places for which letters were understood to be detained, as they could not take upon themselves to say that they would go forward without payment of the requisite transit rate. They suggested also a further alteration as to the wording of the notice. As, however, the Postmaster-general had still good reason to think that such letters for Ceylon would be forwarded, he contented himself with striking it out of the notice submitted by him in the first instance, in which, to prevent unnecessary inconvenience or restriction to the public, he had, under the impression alluded to, introduced it as an exception to the detention; and the notice with this change was accordingly published. On the 5th May the East India Company informed the Postmaster-general that an order had been sent out to the Indian government by the mail of the 4th, to discontinue for the present the detention of the transit letters alluded to, and to send them on to their destination by sea from Bombay as opportunities might offer, without payment of the transit and sea postage due to the company; and in consequence of this communication, the Postmaster-general cancelled the former notice of April (No. 8) and issued that enclosed (No. 9.)

979. Then the want of payment of the transit postage at Bombay was the difficulty which occasioned the notices which ultimately were issued?—The letters were lying at Bombay at that time.

980. When was that ascertained?—That was ascertained incidentally in November 1842, and further questions put upon the subject.

981. That was the first occasion upon which the Post-office learned the inconvenience to which the public was subjected?—Yes. There was no doubt, from the despatches of the East India Company, that the letters were sent forward from Australia and from China; but the question was whether they were forwarded to Australia and to China; and I have great doubts in my own mind whether those letters do go on.

982. Mr. *Denison.*] Even at this moment?—Even at this moment.

983. Mr. *Hawes.*] Have any steps been taken to ascertain the fact?—The subject has been brought before the East India Company.

984. Has the Post-office taken any means of an official character to ascertain that?—We are in correspondence with the East India Company upon the whole subject of the transit rate; which correspondence is now before the Treasury, in conformity with what my honourable friend thinks the right course to be pursued.

485. *Chairman.*]

985. *Chairman.*] And in the meantime directions have been sent out by the East India Company to the authorities at Bombay to forward the letters?—Yes, so far as I understand it. Everything depends upon the terms in which the orders of the East India Company have been issued. If the officers of the East India Company have been told to rescind the orders they have made, and to return to the former practice, I have no doubt the letters are now so forwarded.

986. Mr. *Hawes.*] Have the Post-office any copy of the instructions which have been sent out by the East India Company?—None whatever.

987. Have they applied for it?—No, they have not.

988. Then at this moment the Post-office cannot inform the public whether their letters are forwarded to Australia or not?—We believe they are; but if the Honourable Member asks whether I can certainly say that they are, I cannot; nor can, I believe, the East India Company.

989. Mr. *E. Tennent.*] But you have stated that positive orders have been sent out by the East India Company to forward those letters?—I have every reason to believe that to be the case.

990. Have you any reason to believe that that order will not be complied with?—I have not; I believe the order has been forwarded; but if I am asked whether I am certain that letters are forwarded, I cannot say that I am.

991. Mr. *Trotter.*] The notice to detain them has been withdrawn?—Yes.

992. Mr. *Wallace.*] You alluded to the circuitous course in which the business was now done, and by which great delay arose, in consequence of the Post-office communicating with the Treasury; will you explain what you mean by that?—My honourable friend the late Chancellor of the Exchequer expressed to me his wish that all communications on the part of the Post-office with other departments should go through the Treasury. In conformity with that wish expressed by him, I communicated with Lord Lichfield upon the subject. I do not know whether any communication passed between Lord Lichfield and him, but Lord Lichfield had no objection to the arrangement. At the same time, I told my honourable friend that my private opinion was that the arrangement would be rather an inconvenient one for speed; that the business would be done twice over, first by the Post-office and next by the Treasury; but that it was of course for the Government to determine upon that; if they chose to do the business in that way, it was for them to have it done in that way; and that Lord Lichfield would agree to any course that the Government might think proper to adopt. That, therefore, is now the rule, that all important communications should go to the Treasury.

993. Mr. *Denison.*] When was that rule laid down?—It was when first the great reforms in the Post-office commenced, under the auspices of my honourable friend the late Chancellor of the Exchequer, who then first unloosed the purse-strings of the Treasury, and enabled us to spend money in 1837.

994. Mr. *Wallace.*] Does the same rule remain now, as to the course of proceeding between the Post-office and the Treasury?—Certainly; nothing important is now done at the Post-office without the consent of the Treasury.

995. In the case then to which you alluded, how did the Post-office accomplish in two months that which the Treasury would take two years to accomplish?—I fear the Honourable Member misunderstood. I said, would have been accomplished by direct communication in two months; not, was accomplished.

996. Mr. *Hawes.*] With reference to Indian letters, you stated that you conceived it would not be worth while, having reference to the number of letters passing through Bombay, to establish an agent there?—I do not think it would; the number must be very inconsiderable.

997. How many agencies did you contemplate, when that notice to which you have referred was issued, it might become necessary for the correspondence with China and Australia, and the settlement of New Zealand, to appoint?—We did not contemplate any. We recommended parties not to forward letters by that route to Australia, without addressing them under cover to some mercantile firm in Bombay; and of course what we contemplated was, that they should use the regular communication of private ships, and not sending their letters by what they imagined was a speedy communication; whereas, in point of fact, that speedy communication would turn out to be utterly useless, in all probability the letters being destroyed at Bombay altogether; or if they got forwarded

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at all, it would be a much longer communication than that which was the regular one, and which takes place direct by private ships.

998. You contemplated the necessity of every correspondent having some one in Bombay, who should forward the letter from Bombay to its place of destination?—Yes, if he selected that route.

999. That route being the most expeditious?—I am not prepared to say that it would be the most expeditious; I think the public is rather under a delusion as to Bombay being so quick a route to Australia.

1000. Is there any doubt that a letter going by the quick despatch to Bombay will reach Australia in a shorter time than by sea?—I think there is considerable doubt; but China it was we chiefly contemplated.

1001. Can you give the Committee any information as to the state of the communication between Bombay and Australia?—I cannot. We applied to some of the offices connected with Australia; we applied also to the agent for Australia; I think we applied to the East India Company; we have applied to two or three companies, who petitioned for more speedy communication, to give us information respecting the communication between Australia and Bombay. I cannot recollect the answers we had; but to the best of my recollection we had a letter, stating that there were from three or eleven communications from Bombay to Australia yearly.

1002. Mr. *Wyse.*] In what year?—I cannot say correctly; but the Honourable Member will at once see that the chief communications between this country and Australia are from emigrants. The ships go out with emigrants to Australia, and they touch frequently in India coming back; so that that makes a communication back from Australia, but no communication to Australia from Bombay.

1003. Mr. *Hawes.*] What is the average length of voyage from London to any part in Australia?—I should think, four or five months; but I really cannot pledge myself to that.

1004. What is the average time of transit of a letter between London and Bombay?—I think it has generally been done in about 40 days.

1005. With reference to the communication between Bombay and Australia, you are not prepared to give the Committee any information?—Only the information I have received; that is, the return from the East India Company, or an agent, I do not recollect which, stating the number of communications between Bombay and Australia in a given year.

1006. That amounted to the number of 11?—I cannot pledge myself to the number, but the honourable Member shall have the paper.

1007. Without knowing the state of the communication between Bombay and Australia, will you explain to the Committee why you state so confidently that the communication between England and Australia by way of Bombay would be longer?—I did not say longer; I said that I thought the public were under a delusion as to the communication between Australia and England by way of Bombay, that I had very great doubt whether it would not be longer; I do not state the fact, I only express an opinion; and that opinion is founded, not on the precise number, which I do not recollect now, but on the fact that the number of communications between Bombay and Australia is very few; what the precise number is I do not bind myself to say.

1008. Mr. *Trotter.*] There is no periodical communication between Bombay and Australia that you are aware of?—Not that I am aware of.

1009. Mr. *F. Baring.*] You stated that it was in consequence of my direction that the communications were made through the different departments of the Treasury to the Post-office; are you aware that it was also in consequence of a good deal of complaint being made from the Admiralty that communications were made to them with reference to packets, inconsistent with one another, from different departments?—The answers I gave were not in reference to the Admiralty correspondence; I think the Honourable Member adopted a very proper line with regard to that correspondence. I think it was very proper in the Honourable Member, the late Chancellor of the Exchequer, to adopt the rule that all propositions connected with the Post-office service performed by the Admiralty should pass through the Treasury, inasmuch as they collected into a focus the communications of the various departments, and when they got the information from those departments, they then issued their orders to the Admiralty, being fully in possession of the whole subject; whereas it would have been exceedingly inconvenient to all the various departments concerned, namely, the Post-office, the

the Foreign-office, the Colonial-office, the Board of Trade, and the Admiralty, to have been in correspondence with each other and the Treasury upon the subject, and to have been at cross-purposes with each other, without some common department to which they should refer their respective communications, which common department should have power to arrange the whole question.

1010. That relates to the business properly called Post-office business?—Yes; I allude to all details, of an infinite variety, upon expenditure and various other points.

1011. In point of fact, before you were at the Post-office, and before I was at the Treasury, communications from the Post-office to the Treasury were exceedingly rare, were they not?—I should think, about once or twice a month.

1012. The Treasury had not the slightest information of what was going on as regards the Post-office, except what the Postmaster-general was pleased to communicate to them?—Certainly not, except as to the permanent establishment.

1013. Is that, in your notion, the proper mode of a subordinate department doing its business?—My idea upon the subject is, that if the Government have confidence in the Postmaster-general, they may just as well entrust him with doing the business as they entrust the Secretary of State for the Home Department, or the Secretary of State for the Colonies, or the other great departments. They may perhaps keep a check over him as regards the more important communications; but certainly as to the minor ones, in the extent to which we have latterly pushed it, I think there is a good deal of inconvenience, inasmuch as time is frequently lost; and in the Post-office department you must act at the instant; the Post-office must do one thing or the other; it cannot stop; it is in that position that the public service must stop if you do not come to some decision, and consequently great inconvenience arises from the length of time occupied in the correspondence: but this is a question altogether of opinion, and one which the Honourable Member, having occupied high situations, is much better entitled to form an opinion upon than I can be. I only give my private opinion.

1014. Then practically it was upon our coming into those respective situations that the Treasury first began to exercise anything like a control over the Post-office arrangements?—Undoubtedly.

1015. It is to that you allude, in reference to the delay in the transactions at the Post-office?—Yes, in the correspondence; the Treasury correspondence, I should think, now would occupy four or five large volumes in the course of a year. When I first went to the Post-office,—I am speaking now from impression, I have not looked at the books, but I should think one book would hold the Treasury correspondence for perhaps 10 or 12 years.

1016. Mr. *Cripps.*] Did this interference on the part of the Treasury commence prior to or subsequent to Mr. Rowland Hill's pamphlet?—It was long previous to that: in fact I may inform the Committee that the great reforms of the Post-office were first undertaken by my honourable friend, the late Chancellor of the Exchequer, when Secretary of the Treasury; not by Mr. Hill; we were in a state of improvement and reform long before we heard of Mr. Hill or his pamphlet; and I may state that my honourable friend wished me to undertake the office of Secretary chiefly with that view, which I very reluctantly did; it was only his strong persuasion that induced me to have anything to do with it.

1017. With regard to the Indian communication, was the detention of the letters in Bombay the act and deed of the Post-office or the East India Company?—Of the East India Company, without the knowledge of the Post-office till afterwards.

1018. Over which you considered that you had no possible control?—We had no control.

1019. And that notice of yours was issued as a warning to the public against the act of the East India Company's officers?—Precisely so.

1020. And having given that notice, you proceeded by private communications, and in other ways, to remedy the great inconvenience that you apprehended would ensue?—We were in private communication with the East India Company at the time; but before we could inform the Treasury, as we should have done, of the course that had been taken by the East India Company, the public papers took up the subject, and an agitation was commenced; the East India Company became alarmed, and instantly retraced their steps before even we could communicate with the Treasury upon the subject.

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1021. Mr. *Hawes.*] When were you first appointed to the Post-office?—At the end of 1836.

1022. What were the reforms which took place immediately upon your appointment, previously to your knowledge of Mr. Hill's plans?—Reforms of all sorts. I may say that, first of all, I think the great reform was spending more money, and giving accommodation to the public in various ways; such as the extension of free deliveries, and conducting everything on a much more liberal footing than formerly, not considering the Post-office so much as a department of revenue as heretofore had been the case. I think the first commencement of the Indian communication was established at that time; I mean that the Red Sea communication, costing 50,000*l.* a year, was granted then, that is, in the beginning of 1837.

1023. Did that proceed from the Post-office, or from any other source?—Certainly not from the Post-office; I rather think it proceeded from my honourable friend, the late Chancellor of the Exchequer.

1024. What was the nature of the additional accommodation of which you speak, which followed your appointment?—The first thing the Honourable Member will see that I had to do, for I was utterly ignorant of Post-office business when I went to the Post-office, was to learn my business; and of course, with the enormous detail of the Post-office business, the first thing that occupied my attention was to obtain accurate information as to the state of the Post-office details of business; and before I had done that, of course no improvement and no reform could be ventured upon till I knew the actual state of things.

1025. You were appointed at the end of 1836?—Yes.

1026. Do you happen to know the date of the publication of Mr. Hill's first pamphlet?—I think the publication of the pamphlet, the private edition, of which Mr. Hill sent me a copy, was somewhere about the beginning of 1837; but I must tell the Honourable Member how the thing was done, because, though the Government did not choose to expend much in point of revenue at that time, I believe I may fairly tell the Committee, without violating any breach of confidence, what passed between my honourable friend, the late Chancellor of the Exchequer, and myself. When I went to the Post-office, after having, as I said, refused the appointment in the first instance for various reasons, from my health, from the Post-office Commission sitting, and other things, and because I knew Lord Lichfield, who was a friend of mine, was pledged to advocate the appointment of Sir H. Freeling in consequence of my honourable friend's pressing solicitation, he saying that it was the wish of himself and Lord Melbourne that I should accept it, I was flattered by the confidence reposed in me, and yielded all my objections: the substance of what my honourable friend, the late Chancellor of the Exchequer, then said to me, was, There is a Commission now sitting on the Post-office; what we wish you and Lord Lichfield to do is, to take all the recommendations of that Commission that seem to you advisable, and to carry them into execution as fast as you can. Upon that we acted. I think the first step, early in the year 1837, was to transfer the packets to the Admiralty. Then, after that, there were various recommendations; for instance, the money-orders system was recommended; that was after Mr. Hill's pamphlet; and the registration system we took from the Post-office Commission; then there were the day mails, of which the Honourable Member for Greenock was the great advocate; they originated with him, for I believe the agitation which he created upon the subject first called attention to it, and ultimately forced on the Post-office the day mails. The Honourable Member suggested the adoption of coaches; the Post-office thought that rather extravagant, and they suggested day mails, which, by not paying the tolls, were worked at very reasonable rates; that was the origin of all those day mails. They now come in at half-past one, which forms the question between me and Mr. Hill, as to whether they should come in at half-past one or five o'clock. I forget what other suggestions there were, but there were a great number that were recommended by the Commission. The first thing, therefore, was to take the recommendations of the Commission; then I must do the justice to my honourable friend, the late Chancellor of the Exchequer, to say, that a great deal of labour devolved upon us in clearing up all the old arrears of the Post-office claims for salaries, and remedying the great injustice which I cannot help saying had been done to the various servants of the different departments under the Post-office. I think there were applications for increase of salary to the Post-office; in one case,

of

of 22 years' standing; several of 10, 12, 14, and 15 years' standing; many cases in which the parties had died, all with the understanding that their salaries should be increased, and of course the salary lost to their representatives; they were cases of great hardship. All those were cleared off at once; and my honourable friend, the late Chancellor of the Exchequer, very properly laid down the rule, that in all future cases those applications for salary should come before the Treasury regularly; then, in the various departments the scales of salaries had been suspended for many years. The superintending president of the Two-penny post has frequently told me, that when he was a clerk he would have nearly starved if it had not been for the assistance of his friends, owing to the suspension of his scale of salary. Some of the officers also had been deprived of their perquisites, and no compensation had been given to them; the salaries were exceedingly low. All those claims I had to bring *seriatim* before my honourable friend the late Chancellor of the Exchequer at the Treasury, who redressed them, perhaps I may consider parsimoniously, still he did it very kindly; and I must say that the office, and the servants of all the departments of the Post-office, felt exceedingly grateful to my honourable friend for the pains which he took upon the subject, and for his exertions in their favour; and if they thought the sums that he awarded them were low, they considered that, under the circumstances of the times, which the Honourable Member will recollect were not very extravagant, he had done what he could to remedy their grievances. The first revolution in the Post-office, if it had gone on, would, I have no doubt, have been followed by a reduction of the rate; for, in some one or two instances, I think my honourable friend had already conceded the reduction of rate between towns of seven or eight miles.

1027. At what date did that take place?—In 1837 and 1838, I believe; but, at any rate, I may state that it was long before Mr. Rowland Hill's pamphlet had excited any great attention; it had not excited any great attention till 1838, which led to the appointment of the Committee. It is very true, it had been brought before the Commissioners; but still it had not attracted any attention, so as to apply with any pressure upon the Government till 1838.

1028. The Postage Committee was appointed in 1837?—Being appointed in November, it comes substantially to what I stated. Then I think the newspapers were relieved from the penny postage, except within the free delivery of towns, and generally speaking, I may state that the department was getting rid of various anomalies which had attached to it, and was bringing things into a state of order and regularity.

1029. I suppose you consider the postage rate now reduced to the minimum?—So long as you can go still further, I suppose it is not reduced to the minimum; I cannot answer that question.

1030. The great probability is, that it will not be reduced lower?—I do not know, we may have a second Mr. Hill perhaps.

1031. Do you think it probable or not, that there will be any further reduction?—If you ask me whether I think it probable, I think it is not.

1032. Then the only means of increasing the revenue of the Post-office must be by increasing the facilities, and inducing the public to use the Post-office?—That all depends upon the nature of the facilities; if those facilities are more expensive than the amount of revenue which will be created by those facilities, of course, instead of being a benefit to the Post-office in point of revenue, they will be a loss.

1033. But in all cases where facilities have been given, and where the revenue consequent upon those facilities has been greater than the cost, the only mode you have is still further to increase the revenue by increasing the facilities?—Supposing the postage to remain the same, certainly.

1034. Therefore the great object which you, as a department, must now have in view, must be to increase the public facilities, and thereby to increase the use of the Post-office?—Certainly.

1035. What are the additional facilities that have been introduced since 1841, by which the public have been induced to use the Post-office more than they did before that time?—There have been some; but if the Honourable Member asks me, I tell him fairly that there have been comparatively few; I consider now that we have almost become a department of expenditure, that our revenue is now reduced so low that every measure must be canvassed with a view to the expense which it will create; the Treasury will look very jealously at any

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any measure which is suggested that carries with it any great expense, inasmuch as the produce of that measure must necessarily be uncertain, whereas the expenditure is certain; the Treasury naturally cannot afford to sacrifice revenue to pay for the Post-office out of other sources of revenue, and it will be naturally very jealous of laying out very large sums on the uncertain prospect of a return for that sum; so long as the Post-office was affording a very large surplus revenue, the Treasury could afford to make experiments; but now it is different. I may state to the Committee, that when my honourable friend, the late Chancellor of the Exchequer, was at the Treasury, a very large sum was expended in improvements which were going on till, I think, Mr. Hill's plan came into operation; but that large sum kept up the net revenue to nearly what it was, so far as my recollection goes, so that the public got all the benefit of the facilities, scarcely making any sacrifice in return; the net revenue was at nearly the same amount, and the public had the benefit of all the additional expenditure, the expenditure having paid itself.

1036. Do the Committee understand you to say, that the union of the corps of letter-carriers and sorters in London would lead to such an increase of expense, as to render it objectionable on that ground?—I have so stated.

1037. Can you explain to the Committee how such an union would lead to expense, inasmuch as at present you have two men going over the same ground, whereas by the union one man only would travel over that ground?—I have no hesitation in stating to the Honourable Member, that I prefer consolidation wherever it can be accomplished without expense, and that in nine cases out of ten, consolidation leads to diminution of expense; but in this case I have not been able to see my way on account of the newspapers in the evening. The Honourable Member knows that about 118 or 120,000 letters are brought into London in the morning to be sorted; about the same number are to be despatched in the evening, plus nearly the same number of newspapers, consequently that the work outwards is much greater than the work inwards. If, therefore, you employ the present letter-carriers in making the hourly deliveries, how are all the newspapers to be sorted? There is no force to sort the newspapers, and that force must be supplied from some other channel, and would of course be an expense. But on this question I would rather that the Commiteee should examine the superintending president of the Twopenny-post, and the superintending president of the Inland-office, as this part of the subject is more connected with minute details which I do not feel myself master of in the way in which the heads of those departments are. All I can state is, that I have gone into the question of detail over and over again, when it has been brought before me by propositions that have been made that I cannot carry it in my mind, but that I have always rejected them on the ground of increased expense. If it be proved that it would answer, I am wrong; but that has been my motive, and I do not think I am wrong.

1038. You think the hourly delivery of letters through the metropolis is impossible?—I think it is impossible, to take the case I brought forward of a letter collected at Pimlico, to be delivered at Whitechapel. I think it impossible to deliver it in the hour.

1039. But there is a difference between the hourly delivery of letters, and the delivery of letters in the hour?—The question is, what is meant; what we have always wished to ascertain from Mr. Hill, has been the exact plan upon which we should work it out in detail if we were to attempt to carry it out, and to that we have never been able to fix him yet; I mean how many men, and what means he proposes to employ, to convey the letters from one office to another; how many offices he proposes to have, how many sorters he proposes to have; how many letter-carriers in each walk, and the expense of them. Let him work it out in detail in the way we work out a Post-office arrangement, and then we can meet him.

1040. Have you made any communication to Mr. Hill, for the purpose of ascertaining the practical mode which he proposes for working out that plan?—Certainly not; it was not our business to do so. He was at the Treasury, and he might have submitted the plan to the Treasury, and if they entertained it they would have sent it to us to report upon, and they would then have decided which was right and which was wrong, and how far they could carry it into effect.

1041. Have

1041. Have you read the evidence given by Mr. Hill before this Committee?—I have hastily gone over it.

1042. Will the superintendent of the Twopenny-post be able to answer questions founded upon the scheme submitted to the Committee by Mr. Hill?—Certainly; at present we know nothing of Mr. Hill's plan. Mr. Hill has made a proposition for having 10 district-houses in London for Post-office letters; I should like to know the details of that plan.

1043. Are you not aware that the details of that plan have been pretty accurately given to the public?—No, not what I call details are not given in this evidence.

1044. Are they not given in the Ninth Report of the Commissioners of Postage?—Not for General-post letters, that was for the Twopenny-post.

1045. But you are acquainted with those details?—I am not thoroughly; I candidly confess to the Committee that I am not thoroughly acquainted with those minute matters in the Twopenny-post that I should wish to be, in order to answer practically and thoroughly the suggestions contained in Mr. Hill's plan, and I do not like to speak on what I do not thoroughly understand.

1046. But the superintendent will be able to speak fully upon that, and will be prepared to be examined upon the plan as submitted by Mr. Hill?—Yes, upon the Twopenny-post; not upon this plan as laid before this Committee, for I scarcely know what the plan is.

1047. You object also to the establishment of district offices in London for general correspondence; upon that subject do you refer to the superintendent of the twopenny post?—I would refer the Honourable Member to the Superintending President of the Inland-office; at least I mean upon the minute details; I could go into the subject generally, but I have not that confidence in my own opinion upon the Inland-office and the London District Post-office that I should have in their opinions upon the same matter. The whole subject requires very great knowledge of minute details, with which I am not so fully acquainted as with the other branches of the subject.

1048. You know this I presume, that the London District-post, or the Twopenny-post as it is still called, has very materially increased upon the reduction of the rate?—It has; I believe it has doubled.

1049. And one additional delivery has been given to the public, since the penny postage has been carried into operation?—Yes.

1050. Has that additional delivery been in London, or in the suburbs?—I am alluding to the delivery which was mentioned in my evidence of Friday last, the delivery that was given in the suburbs in a circle of six miles round London.

1051. Are you able to inform the Committee of the number of additional post-offices that have been established in the country?—No, I do not think I am, it must be picked out from the books in detail; but I may say, that from the first moment of my going to the Post-office they had been going on very rapidly; they were going on fast when I came there, but they went on much more rapidly when I came there, and when my honourable friend, the late Chancellor of the Exchequer, determined to spend more money on the Post-office; the number of deliveries I have picked out roughly as well as I could obtain them.

1052. But I speak of the period subsequent to the introduction of the penny postage?—Since the penny postage no additional post-offices have been set up, except the guarantee posts, which guarantee posts were permitted to be set up on the suggestion of the Post-office. This stoppage of setting up post-offices was the consequence of the penny post; it was pointed out by me, amongst other things, in a memorandum which I sent to my honourable friend the late Chancellor of the Exchequer on the subject, early in September 1839, when he requested me to state what suggestions I had to offer for carrying into operation the penny post, which suggestions I sent him; among other things it was pointed out that it would be necessary for the Treasury to adopt some rule as to the principle upon which those local post-offices should be set up, inasmuch as the whole expense of them would, after the penny post came into operation, fall upon the country, and not be borne by the inhabitants of the district, as before.

1053. That is the rule you have described to the Committee, of receiving 100 letters from the district?—No; the rule, as I described it, was this, and which was rigidly adopted by Sir Francis Freeling previously to my going to the office, that if the penny on the letter from the post-town to the rural post, and the

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penny on the letter back (for the penny was taken both ways) defrayed the expense of setting up the post, then the post was established; otherwise it was refused. My noble friend, the late Postmaster-general, Lord Lichfield, considered that that was rather hard upon the small rural districts, and he so far relaxed the rule, that if the produce of the penny post amounted to two-thirds of the expense which would be incurred in setting up the post, he permitted the post to be established, the Post-office sacrificing the other third, upon the expectation of the additional facility producing ultimately a return for the expense to which the public was put. The present regulation is, that where there are 100 letters for a town, there a post-office shall be established at the public expense, with a free delivery.

1054. You have estimated the cost of that, for each post-office so established, at about 29*l.* a year?—I have formed no estimate of it; all I can say is, that 29*l.* is the average of the 82 post-offices that will come within the rule.

1055. Mr. *Cripps.*] Does that include the expense of the Postmaster-general and the delivery of the letters?—Yes, the whole of the expense. We generally calculate the wages of a messenger at 10*s.* or 12*s.* a week, and the receiver's salary at from 4*l.* to 5*l.* for the trouble of receiving and making up the bags.

1056. Mr. *Hawes.*] How is the 29*l.* upon the 82 cases made up?—It is on the average; in some cases it is much higher than that.

1057. Mr. *Cripps.*] Supposing the number of letters was only 100, you might get them delivered in a village at less than 10*s.* a week, might you not?—Yes; but the expense is not in delivering, but in conveying to and from the post-town. I will take the instance of a post-town that is 100 miles from London; the letters arrive early in the morning, and they are despatched from the post-town to London late in the evening; for all the mails throughout the country are timed to London, the convenience of which, as being the metropolis, it has always been thought ought to be consulted in preference to other towns; the consequence is, that if those letters arrive by railroad, they are ready to go out at about six o'clock in the morning, and they cannot go out much earlier, on the ground that the people in the villages would not be up; and if we took an hour when the great bulk of the people was not up, a great number would be deprived of their letters; consequently, he must pass at an hour when the population generally is up. He has to go on an average six or seven miles, delivering on his way, zig-zag through the country (for that is the way in which these rural offices are managed), in order to give the country the greatest facility, taking the various houses in his way before he comes to the end of his journey; the man is perhaps three or four hours on his walk, and in delivering his letters; he has then to call at the receiving-house in the evening, to get his letters for the post-towns, the mails from which are despatched at night; for the Honourable Member will see that it would be highly inconvenient to make the parties receive their letters and post their letters at the same time; they must have some interval. The man's time is engaged almost entirely, at least the day is so entirely broken up that he can get no other work, and the Post-office must provide his whole means of subsistence; therefore the wages of the messengers are generally 10*s.* to 12*s.* or 13*s.*, or 14*s.* a week, founded upon a rough estimate of the wages of labour in the town or district through which he passes; and to that you must add the salary of the receiver.

1058. The calculation you have made is, that a hundred letters per day will come to about 30*l.* a year?—Yes; but then the Honourable Member will see that this 30*l.* a year is revenue actually paid, because, if there are a hundred letters going to those places, in all probability those hundred letters will find out the parties to whom they are addressed; and even if they are dead, with the system of prepayment now, you have got your money; therefore the revenue is diminished by the conveyance of those hundred letters; still I am prepared to admit that the revenue will have some compensation. My own opinion is that we shall very likely get back half the expense; so that if you spend 80,000*l.*, or whatever it is, you will get back 40,000*l.*

1059. Mr. *Hawes.*] What was the expense of the old penny-post?—I think it was about 35,000*l.* a year, and it paid between 40,000*l.* and 50,000*l.*; there was a considerable balance.

1060. Do you know the average expense?—No, I do not.

1061. It is stated in the Treasury Minute, dated the 13th of August 1841, that the average expense is 20.*l*?—I am not aware of it; it may have been so.

1062. Are

1062. Are you not acquainted with that Minute?—I am not acquainted with the facts; I have never worked them out; it may be so. I must tell the Honourable Member that I believe we have no Return of the Penny-post actually in existence. The most accurate Return in existence is one that was prepared for me, with very great difficulty, by one of my clerks; but still I am constantly finding blunders in it, though it has been gone over, and carefully revised and corrected.

1063. The Minute to which I have referred states that the average expense is 20 *l.* of each post?—If that is calculated upon this Return sent in to the Postage Committee, it is wrong; for there are several blunders, I am convinced, in the Return.

1064. Blunders which will increase the expense from 20 *l.* to 30 *l.*?—No, I am not prepared to say that; I know nothing of the average.

1065. Mr. *Cripps.*] It is impossible to say, till the experiment has been tried some time, what will be the result of it?—Impossible; I expect the expenditure will be very large.

1066. Mr. *Baring.*] Can you state what the general effect of your measure will be. The Minute proposed by me would have produced this effect, that no part of the country would have been at any great distance from a post-office; even a solitary house, within a certain number of miles, would have got a post-office. Have you any notion of what the effect of your measure will be in that way, or is it merely a revenue measure?—No, I do not think so; I think it will go beyond yours. I think more posts will be established; but I am afraid it will be a measure of expense, as compared with your measure.

1067. It will cost more than my measure ultimately?—Yes, ultimately; but by your measure posts were established at many places which never could have paid anything.

1068. Do not you believe that your monopoly casts upon you, of necessity, the duty of putting a post-office in places where it does not pay the expense?—That involves a total change of the principles of the department. Am I to answer that question as a Post-office officer, or am I to answer it as an individual expressing a private opinion?

1069. Answer it in whichever way you please?—If I answer it as a private individual unconnected with the Post-office, I very freely confess, that were I beginning *de novo*, I would not make the Post-office a subject of taxation at all; but with this country, burdened with an enormous expenditure, not knowing where to raise a farthing scarcely by new taxes, and with a people very impatient of taxation at all, I think it becomes a very serious question whether you should not get your taxation where you can, by looking to those sources which are palatable, rather than to those which are right in principle.

1070. Mr. *Hawes.*] By a Return laid before the Postage Committee, it appears that there is a table showing the expense in detail of these Penny-posts at a great variety of towns throughout England and Wales; by that Return it appears that the average is about 20 *l.* each; are the Committee to understand that this was a conjectural table, and one which now we cannot rely upon?—Certainly not conjectural: the way in which that Return was prepared was by circulars to the surveyors, desiring them to send up a Return of all the penny posts in their districts, with the expense attaching to each. But the honourable Member must be aware, that pressed as the surveyors are by the most onerous duties, and scarcely having a moment in the day they can call their own, all those Returns, unless they are regularly examined, are necessarily inaccurate. Those have been checked over and over again, by persons in my own office; but the only correct way by which to get a Return of all the Penny-posts, is either by going over the Accountant-general's books, which would scarcely show it, because many of those posts are paid by the postmasters and included in their quarterly account; or else by an examination of the books in my office, day by day, picking out the Penny-posts at the time of their establishment: it would be a very long and tedious operation. That is the best information that could be afforded at the time; it is correct as far as it goes; but I have not the least doubt that the blunders that would be found in it, would be in Penny-posts being omitted which ought to be included.

1071. How many Penny-posts are there?—As far as my recollection goes, there are nearly 3,000.

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1072. This is a Return which professes to give the number of 1,200 in England and Wales?—I think there must be more than that in England and Wales.

1073. Would not that form as fair an average as the 82 posts of which you have given us the account?—I should think not, and for this reason: the Honourable Member will see that when the Post-office first began to set up these posts, and the expenses of the Penny-posts were contrasted with the produce of the number of letters, of course those posts were set up which cost least money. I consider that now you have what I may call the cream of the measure, and that you have left the expensive part of the burden on those who follow; therefore I think the average expense of posts to be established will be rather greater than that of those which have been previously established.

1074. To the extent of one-half?—I cannot tell the extent.

1075. You are aware that this Return gives the expense of the posts in England and Wales on the 27th of March 1838?—I dare say it does; there are several Returns of that sort.

1076. Generally speaking, you would say that we can no longer rely upon this Return as an accurate one, but that we must be guided by our subsequent inquiries?—I think that is a very fair Return, intended to be accurate; but if the Honourable Member asks me whether it is minutely accurate, I say that it is not, because I myself have found many blunders: for instance, a Member comes in and wishes to be informed respecting some particular post-office, and I turn to my Return, and sometimes do not find it; and this has led me to distrust it, and to know that in many cases, where I expected to find information, I could not find it.

1077. Can you present an amended Return?—I do not think such exists; I can give the most amended Return, which would be the last Return prepared from the offices furnished with stamp licences.

1078. That would be this Return, amended by subsequent inquiries?—Not in that shape, but given generally for England, Wales, and Scotland.

1079. Could you prepare that Return accurately?—Certainly, if I had time.

1080. *Chairman.*] This Return is correct as far as it goes; the expense charged against each post town is correct?—Yes.

1081. But it does not include every town?—No.

1082. Mr. *Hawes.*] You state that the Post-office have not taken any pains to promulgate the rule for the establishment of rural posts?—No.

1083. Would there be any objection to the Post-office doing it by means of notices to their district offices?—Certainly not; the only difficulty might be creating expectations which might not be realised.

1084. Mr. *Denison.*] Am I understand that the establishment of rural post-offices creates an expense of about 29*l.* a year each to the Post-office?—Certainly, as far as we can tell, on the average of the 82 which come under the regulations laid down by the Chancellor of the Exchequer.

1085. And from which the Post-office gets no additional income?—The Post-office gets no additional income from those letters, inasmuch as the postage would be paid upon those letters, whether the rural post was set up or not.

1086. Do the parties pay anything in addition for the conveyance of their letters to the rural offices from the post town?—Certainly not.

1087. Was that the case originally?—No, it was not.

1088. The parties living in villages did not pay any additional charge?—Not to the Post-office.

1089. In what way did they pay?—I believe the rural delivery throughout the country is carried on by means of carriers; frequently by our own postman, or by private arrangements established by the inhabitants. The common price is 1*d.* or 2*d.*, or 3*d.* a letter; so that in point of fact the rural districts, though nominally getting their letters for 1*d.* as far as the post town is concerned, yet really pay 2*d.* or 3*d.*; in the rural districts they are subject to a local tax. If I am asked respecting that, I certainly think it a great grievance; so much so, that I pointed it out to my honourable friend the late Chancellor of the Exchequer, as one of the inconveniences of establishing the Penny-post, and one which would require a remedy on some future occasion, which could not be applied without some loss to the revenue.

1090. Then from all those deductions of 1*d.*, or 2*d.*, or 3*d.* the parties are relieved, where a post-office is now established?—Certainly.

1091. Mr.

1091. Mr. *Wallace.*] In the ordinary course the letters have not only to be sent through the villages and towns where those new posts are established, but they are to be sent through the country parts of the parish or district?—It entirely depends upon the number of letters for the particular places.

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1092. I am supposing that you have established a post in the village; are the Committee to understand that the 100 letters are to be delivered, whether they are addressed to persons in the village, or to persons in the country round the village?—To take the case put by the honourable Member, I will suppose that of those 100 letters, 25 are in the route of the messenger to the village, that 50 are for the village, and that 25 are beyond the village, the practical operation of the penny post would be this; that those 25 letters on the route of the messenger, if it did not take the messenger out of his way, would be delivered by the messenger; that the 50 letters for the village, if the letters were addressed to places within what may be considered a fair limit for the free delivery of the village, would be delivered also; and that the 25 letters for places beyond would lie at the post-office of the village to be fetched by the inhabitants from the village; that would be the practical working of it.

1093. What is to be understood by the term, "a fair limit"?—The old law on the subject of free delivery was, that wherever the Post-office had an office, there by law they were bound to effect a delivery; questions have sometimes arisen as to what the limits of that free delivery should be; there was no regular law upon the subject, and the consequence was, that in one or two cases which went to a jury, the jury very naturally determined upon a very wide boundary for the free delivery of the Post-office, making the borough or parish, whatever it might be, the boundary. When I went to the Post-office the extent of the free delivery was an arbitrary one, and in most cases very much confined; one of the first things that was done by Lord Lichfield was to augment them very largely in great towns, generally on the principle of taking in most of the houses; in fact, granting a delivery of letters in all those places which could be fairly and reasonably included within the precincts of the city or borough. Upon the Bill being brought in lately, on the subject of Postage, by my honourable friend the late Chancellor of the Exchequer, we suggested to him that the point ought to be decided; and the law at present on the subject is, that the delivery shall be such as is approved of by the Postmaster-general.

1094. Then it is still arbitrary?—Yes, but in the breast of the Postmaster-general, and not of a jury, as it was before.

1095. Mr. *Denison.*] In the establishment of rural post-offices are directions sent down by the Postmaster-general, that the letter-carrier should deliver the letters as he passes through the villages, or that he should leave them at the post-office; to take for example the village of Wath, near Rotherham: the duty of the surveyor would be either to go himself or to send one of his clerks to the spot; he would then decide on the route to be taken by the messenger, and he would direct him to deliver the letters all along that route till he got to the village of Wath; he would then fix upon what he would consider a fair boundary for the free delivery of the village of Wath, and he would send up that boundary to be decided upon by the Postmaster-general; but the surveyor would mark out the route, consequently all the letters on his route short of Wath the postman would deliver; and all those letters which were directed to the village of Wath would be sent in a sealed bag, addressed to the receiver at Wath, to lie in his office.

1096. Mr. *Wallace.*] Then the Committee are to understand, that the free delivery in the rural districts is still so far arbitrary, that it must be decided on by the surveyor or the surveyor's clerk, and afterwards affirmed by the Postmaster-general?—Certainly.

1097. So that it is perfectly arbitrary under the new regulation. Some persons may receive their letters at the distance of six miles from the post town, and others, perhaps, not further than two miles, should the Postmaster-general and the surveyor, or the surveyor's clerk, so decide; is it so?—I think the honourable Member has confounded two things; he has confounded the free delivery, which is a circle, or other boundary, drawn round the post-office, either in a town or a village, with the delivery which exists on the line of route adopted by the penny-post messenger from the post town to the village. The boundary of the free delivery, which I alluded to as having been determined by the law now as being in the breast of the Postmaster-general, is a line which is drawn round the office

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in the village or the town where we have an office, and where, by law, the Post-office is bound to effect the delivery free of charge. Wherever the Post-office have an office, there we are bound by law to give a delivery; so, at least, our solicitor tells us. The other delivery, which is made on the route of the rural post messenger, is entirely arbitrary. The Postmaster-general is not compelled by law to make that delivery; he may stop it or not; but it has been always established for the convenience of the inhabitants. Ever since I have been at the Post-office it has been the rule to give every facility which we could, which threw no additional expense upon the Post-office, and of course, the delivery of letters on the route of the rural-post messenger would be a very great convenience. Take the instance of a country gentleman living between the town and the rural post: the rural-post messenger passes his gate; of course passing his gate he leaves his letters there; he does not go up to his house, but leaves them at his gate. We do not allow any delay between the post town and the receiving houses, but we deliver at the houses which are close on the messenger's way, and which do not interfere with the general object of the post, or with the arrival of the letters at their destination.

1098. But my question relates to distance: is it in the power of the Postmaster-general and his surveyor, or the surveyor's clerk, to decide that some parties shall receive their letters at six miles' distance; others, who may not be further off than two miles, shall not receive their letters?—Certainly; he may send a letter 50 miles if he pleases.

1099. Mr. *Trotter.*] From the post town you send the messenger with letters to the rural post to the village, he goes along the road and he delivers them at my gate, if I have a gate, but he would not go up a lane to get to my house two miles off the regular road?—Certainly not, in the established system.

1100. But if I lived six miles on that road, provided it is not past the village where the rural post is established, of course I should have my delivery?—Certainly.

1101. Mr. *F. Baring.*] You stated that the Postmaster-general, in carrying into execution the Minute which I had made and left at the Treasury, had some estimates made of certain districts; have you put in the estimates that were made?—The honourable Member can have them; they are in detail.

1102. Mr. *Cripps.*] Might you not deliver cheaper by messengers, by allowing the party to take parcels of fish and other things to places where you could make an advantageous bargain?—In some places it is so done; we always adopt it where we can; for instance, in the case of omnibuses to and from the terminuses of railroads, they do it for a small sum, much less than a foot messenger would do it for.

1103. How many surveyors are there in England and Wales?—I think we have seven surveyors in England, two in Scotland, and three in Ireland; and in England and Scotland each of those surveyors has two clerks; in Ireland they have one clerk.

1104. Mr. *Baring.*] Has the introduction of the penny post knocked up the illicit conveyance of letters?—I do not know; but I have always considered that it would as a matter of course, and that all letters now get into the net of the revenue.

1105. You have no reason to suppose that there is now an illicit conveyance of letters to any considerable extent?—No; I do not think, and I always said so, that it was carried on to anything like the extent that people said; but the rural delivery which goes on at present, and which always has gone on, and which is not any contravention of the monopoly of the Post-office, was, I have no doubt, confounded with the smuggling of letters.

1106. Whatever there was formerly, you think is now put an end to?—Yes: there are some cases where speed is absolutely necessary. I have not the least doubt that a letter goes by the railroad in the same way as letters by the mail-coach, where the party cannot get his answer by the regular post, owing to the number of letters to be conveyed to that district not authorising the establishment of a regular post. I have not the least doubt that many letters do go and always did in that way; and if I am asked independently of the Post-office, I think they ought to go.

1107. Mr. *Denison.*] Could not a person wanting to circulate a thousand circulars, circulate them more cheaply than by the penny post-office?—I think he could; but that is not in contravention of the Post-office monopoly. It was not

long

long ago that a rival post-office was set up to the London district post-office in London, for circulars. I recollect on two or three occasions going home in the evening at night, I had been dining out at a club, and seeing the man, about 10 or 11 at night, knocking at all the doors, and delivering the circulars. We put an end to it; but if we had not put an end to it, I have not the least doubt that the thing would have fallen of itself; that the expense, from the distance that the man had to go over, would have knocked up the arrangement, and that it would not have answered the purposes of the projectors, the expense being greater than the amount of revenue to be derived from it.

1108. Is it not true that circulars are now delivered by private hands in London?—It may be; I am not prepared to say; but that is not illegal; my answers refer to illegal correspondence; therefore you must prove first the correspondence to be illegal, before you assume from that fact the existence of illicit conveyance.

1109. *Chairman.*] Have you paid attention to the subject of the registration of letters?—I have.

1110. Do you consider it practicable to reduce the amount of duty which is at present paid upon the registration of letters?—I think it is practicable to reduce the amount of duty, and we have recommended that to the Treasury.

1111. To what extent have you proposed to reduce the present charge of one shilling?—To eightpence.

1112. Do you consider that it would be practicable to reduce it to a still lower amount?—I think not, inasmuch as you would interfere with the money-order business; and by making registration cheaper than transmitting money through the Money-office, you would bring such an enormous quantity of letters upon us, that I believe it would be absolutely impossible to register letters properly: by which I mean, that the system which can make them as secure as they can possibly be made in their transmission through the post, would be utterly frustrated.

1113. The largest sum which can be transmitted through the Money-office is 5*l.*?—Yes.

1114. What is the charge upon the transmission of 5*l.* through the Post-office?—Sixpence.

1115. You are therefore of opinion, that for the transmission of any article of value, or a larger sum of money than 5*l.*, a larger fee than 6*d.* should be charged, in order not to interfere with the money-order system?—My view of registration is, that you can only register a certain number of letters; and that if you do not limit the number of letters, the consequence will be that you will overwhelm the offices through which those letters pass, by the very complex operations with which the registration of letters is loaded, to such a degree that you will altogether interfere with the celerity of the service throughout the country.

1116. Do you in that answer refer to the head office in St. Martin's-le-Grand, or generally to the forward offices through the country?—I refer to both; but the great difficulty with the registration, if you get any large number of letters, is in the forward offices.

1117. Can you state what is the number of letters registered in London under the present system?—I have a copy of the Return which has been furnished to the House of Commons (I do not know whether it has been printed), which was called for, I believe, by the honourable Member for Greenock. I find from that, the number of letters actually registered in London, in June 1843, was 8,112, being 2,000 a week. On the London and Inland-office, I should particularly wish Mr. Bokenham, superintending president of the Inland-office, to be questioned; his opinion is, that he could with difficulty dispose of 300 letters a night; that is about the number in this Return for each day; but then it must be recollected that there are letters inwards and outwards, and that there are the mid-day letters: there are two receipts and two despatches included in the present 300; but if you were to make the despatch at night 300, his opinion is that he could with difficulty accomplish that. I am not prepared to agree with him without going into the detail of the question. I should not receive that as a reason; but it is a strong opinion, coming from such an able practical officer as he is.

1118. What length of time would then be occupied in going through the various processes necessary for the safe registration of letters?—I really cannot say;

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say; those calculations as to time, I think, are one of the errors which Mr. Hill has fallen into in his pamphlets. He has talked of so many letters being sorted in a minute, as if sorting was the only operation to be performed in the Post-office. Honourable Members will recollect that the bags have to be first of all received, checked off; they have to be opened; the letters have to be taken to their various destinations; they have to be faced and stamped with the dated stamp, the letters bearing postage-stamps have their stamps to be examined and obliterated; they have then to be sorted into divisions, roads, and post towns; then to be put back again into their bags; the bags have to be tied up again, and given to the mail-guards, and the mail-guards' bill is to be signed by the division officer, and all that is called by Mr. Hill "sorting." It is very evident, that in all those operations a great deal of time must be lost in passing from one to the other, and that you cannot calculate the number of letters over a given number of minutes, and call it all "sorting." Now, with reference to the registration, a registered letter is received in the Inland-office; the bag opener opens the bag, he looks at the bill of the letters, he examines the bill to see if on that bill there is any registered letter entered, for the address must be there. I will take the case of its being received at the receiving house; suppose you say you post a letter to be registered at the receiving house within a few doors of the United Service Club; the receiver's assistant or his clerk would produce his check-book, which is like a banker's check-book, and write the address in the book, and give the receipt to the party; the party then is in possession of a receipt to show that that letter was posted on a certain day; and in all cases of losses of registered letters we call upon the party first of all to produce the receipt, to show that the letter was really registered before we admit that it is lost; the receiver is then charged with the letter, and the Committee will see that till he is discharged from the receipt of that letter the Post-office hold him responsible for the safe custody of it; that letter must, according to his instructions, be put up in his bill and sent separate from the others. When it comes to the Post-office the clerk opens the bag, he sees a registered letter and the address of the registered letter, and he signs the bill, and his signature of the bill is the discharge of the receiver, and fixes upon himself the responsibility of this letter, therefore the opener of the bag is now charged with the responsibility of the registered letter. He takes it to the registered-letter book immediately, and he puts his signature in the book as his discharge for the receipt of the letter, and that fixes the responsibility upon the registered-letter-book clerk, who has the letter in his custody, and there it remains till towards the close of the evening. When the sorting of the letters is completed the registered-letter-book clerk takes them over to the division clerk; the division clerk puts them up in a green cover and enters them on his bill, together with what others there may be, and he encloses them in his bag. The division clerk has signed a discharge for the registered-letter-book clerk, thus relieving him of his responsibility, and the division clerk therefore becomes saddled with the responsibility, which responsibility he is only relieved from by the postmaster in the country, upon opening the bag, signing that the bill is correct, which shows that he has received the registered letter described in the bill. This is a complicated process, and it requires a great deal of care in all parties, inasmuch as any of the party omitting to pursue this system fixes upon himself the responsibility for the security of those letters; and that omission we have made instant dismissal from the service, though we have not enforced it in all cases. This applies to a registered letter sent in a direct course from London to a post town. When the letter is a forward letter the operation is much more complex, and becomes much more involved, inasmuch as the same operation as that which I have before described must be pursued on the part of each forward office, to the next forward office to which the letter is sent, so that the operation may be repeated several times with respect to letters arriving in London. The way in which they are sorted is, by the registered-letter-book clerk entering on a slip of paper the addresses of the registered letters; those addresses are treated as letters, and are sorted by the sub-sorter into districts and walks, and then from walks, by the letter-carrier, into the divisions of walks; those slips of paper, with the address of the registered letter written upon them being in the hands of the letter-carrier, he takes the piece of paper containing this address to the registered-letter-book clerk, who, upon receiving that of him, gives him the registered letter, and makes him sign a receipt for it; so that in point of fact those registered letters, when they

arrive

arrive in the morning, are not sorted, but pieces of paper representing them, and then the letter-carrier gets the letter itself from the money-book clerk, and signs a receipt for it; the letter-carrier then is responsible for the letter, and can only be discharged by the receipt signed by the party for whom that letter is intended.

1119. The great bulk of letters for despatch in the evening do not reach the Post-office till a quarter past five or six o'clock?—Somewhere about that time.

1120. What length of time is allowed for all the various operations of registering and assorting the letters, reckoning from the time when the great mass of letters arrives till the mails are despatched?—About two hours and a half generally; but Mr. Bokenham will be much better able to speak to those points than I am.

1121. Which do you reckon the next most important forward office in the kingdom?—The most important inward office in the kingdom is the travelling office; what is technically called the travelling office is the travelling office on the London and Birmingham and Grand Junction Railway; and the break down, or the impossibility of performing this duty, would be there first felt.

1122. Is not Birmingham one of the most important forward offices?—Yes, but nothing like the travelling office. Birmingham, with its three or four hundred thousand a week, and Gloucester or Cheltenham, would not be so much pressed by such a regulation as the travelling post-office.

1123. Mr. *Denison.*] How many clerks go in that?—Two as far as Birmingham, and between Birmingham and Liverpool there are four, besides the guards, who tie the bags.

1124. *Chairman.*] What is the time which is allowed for the sorting of letters to Birmingham?—It entirely depends upon the arrival of the different mails; one mail may arrive at one time and may be despatched, and immediately afterwards another mail may arrive; but the great pressure at the Birmingham office is this, that a great mass of duty has to be performed at one particular time at night.

1125. My question was directed to the time of the arrival of the London mail?—All the letters from the west, and from Gloucester, centre at Birmingham, in order to go down by the London mail; all the letters that are addressed to Leeds, York, and Newcastle and the east coast of Scotland, centre at Birmingham; the London mail contains no letters to be sorted at Birmingham, the duty is done at the travelling office; in fact there is no sorting at Birmingham for the London mail.

1126. Mr. *Denison.*] Do not you make up a bag in London for every town?—Yes.

1127. Therefore there cannot be much sorting in the country?—Yes; though London makes up a bag for every town, yet every town on the line has to make up a bag for every other town; for instance, there is London first, then at Watford bags come in from St. Alban's and Hertford, for the other towns on the line; then there is Berkhamstead and Tring. Previously to the establishment of the travelling office the old mail-coach system was adopted, namely, of sending all the letters forward to Birmingham, where those letters were assorted which were to stop at Birmingham; and those which were not to stop at Birmingham, which were to go beyond, were sent on till they came to the next forward office: for instance, Lancaster was the next office; they would be sent forward to Lancaster, and then Lancaster would still send forward all the letters for places beyond it; if they were going to Scotland, it would send them forward to Carlisle; Carlisle would again send them forward if they were going to the north of Scotland, Glasgow, or Perth, or Inverness; so that there were a succession of forward offices, at each of which a sorting took place. But by the establishment of the travelling office, the forward office between London and Preston, where the travelling office now stops, is done away with; the travelling office sorts all the bye-letters, without sending them into Birmingham, between London and Preston. The honourable Member will therefore easily see the immense mass of correspondence that falls upon the travelling office. I think, by the establishment of the travelling office we save half an hour, and 800 or 900 bags are done away with.

1128. Does the travelling office exist upon any other line than that between London and Preston?—We have no travelling office on any other line.

1129. What would be the objection to having it on the northern line?—The enormous expense of the establishment.

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1130. Mr. *Cripps.*] But was there not a compensation for that by the doing away with that number of bags which you speak of?—In labour; but what we look to is, that it is a main line, and we carry half the correspondence of the kingdom on those two main lines; and therefore it has been always felt by the Post-office that the expense is no consideration; that it is the duty of the Government to provide the best conveyance which they can, and therefore the expense has not been so nicely balanced; it is on the bye communications, which are not of that important character, that economy has been exercised.

1131. Do the same arrangements go on in the travelling office that prevail in the Post-office generally?—They are exceedingly simple; the travelling post-office is a post-office for every one of those towns; there are no accounts, and an infinite number of accounts have therefore been done away with; each town makes up a bag for the forward office, instead of making 14 or 15.

1132. Mr. *Cripps.*] Does that enable you to reduce the salaries of the post-masters?—I should say that it would if the business was not going on increasing; but ever since I have been at the Post-office, instead of the power of reducing the salaries being afforded to us, we have had to increase them, because every year has added a considerable increase to the business of the post-masters and their assistants: for instance, my honourable friend, the late Chancellor of the Exchequer's expenditure added a great deal to the number of letters conveyed by the Post-office. The Post-office has always held the opinion, and I believe they are right, that facilities judiciously applied will enormously increase the correspondence; and I have sometimes myself pushed this doctrine to a length that may be considered almost absurd, that facilities increase correspondence almost more than reduction of the rate; therefore, of course the Post-office would be very anxious for the adoption of those facilities; but all this has led to a very great increase of letters. Before the penny post, the postmasters' salaries generally had been very low, and we had to augment them, which augmentation of course was still further increased by the facilities granted by the late Chancellor of the Exchequer. Then came the penny post, which doubled or trebled the number of letters previously carried; then again the railroad made several of those offices night offices which were day offices, and increased the labour. Then, lastly, came the money-order office, which has made each post-office a banking establishment.

1133. *Chairman.*] Can you suggest any mode in which any of those various stages of registration could be dispensed with, and the system of registration of letters simplified, and the labour abridged, so as to enable the offices, with the same strength, to register a greater number of letters within the same space of time, and be equally secure?—Indeed I cannot. It seems to me absolutely necessary to insure the security of the letter, that every party who has been in possession of the letter during its progress from the party who has posted it to the party who receives it, shall discharge himself of the responsibility of the letter, so as to enable the Post-office, in the event of the letter being lost, instantly to detect the culprit, or the party through whose negligence the error has been committed, which has led to the loss of the letter.

1134. You think it necessary with a view to insure the detection of any offender by whom the letter shall be abstracted, and of avoiding loss to the public, that all those precautions should be taken?—Absolutely necessary.

1135. If the Post-office do hold out to the public a system of registration, are they not bound to take care that every possible security shall be given?—It seems to me that registration, unless it is to give as perfect security as the Government can give, is worse than useless; it is a delusion upon the public in the first instance, and the fact of parties coming to get receipts for their letters, for the purpose of registration, at once shows to the Post-office and the parties employed by them that those letters are valuable, and better worth stealing than other descriptions of letters.

1136. Those letters would be exposed to the same risk that other letters formerly were, of being held up to the light, and its being discovered what was in them?—They are shown to be valuable by the parties paying more upon them.

1137. A great number of letters were liable to be abstracted by its being discovered, upon their being held up to a strong light, what was in them?—I know that that was a favourite opinion of the honourable Member for Greenock, but I cannot say that I participated in it.

1138. Mr. *Hawes.*] You say that this system of registration would break down in

in the travelling office; is that from the want of a requisite number of clerks? —You cannot add more space to the travelling office.

1139. Cannot you take an additional carriage?—If the honourable Member asks me as to the possibility, certainly it is possible to put on two or three carriages to carry additional clerks; but the expense of that would be enormous.

1140. Do you think that the increased expense in that case, to meet all the wants of the public, would be such as to preclude the working of the registration system by the travelling office?—I think it would be such an expense as the public never would incur.

1141. Have you any estimate or have you made any inquiry on the subject, so as to ascertain how far any increased establishment of the travelling office would meet all the wants of the registration system, on the supposition, of course, that the rates were reduced and the number of letters increased?—If the letters were greatly increased by the reduction of the rate, so as to interfere with the money-order system, I very much doubt whether, with two or three travelling offices even, with establishments competent to work them, the business could be done.

1142. Then do you contemplate so great an increase of the registration of letters by the reduction of the fees, as to raise the probability of two or three extra officers being added to those which now exist?—Yes.

1143. Have you also taken into consideration the probable increase of revenue with regard to that increased expense?—No, I have not.

1144. Would it not be a question whether balancing the two, it would be an advantage to the public in a financial point of view?—Yes, but I do not think you would be able to get such an amount from the letters as would ever afford you anything like a compensation for the travelling offices.

1145. Can you give the foundation for the opinion: can you state to the Committee what increase you expect, which would render such an increase of establishment requisite?—I cannot possibly tell what the increase would be; but when I see the millions of letters that are passing through the money-order office, and when I see the trouble to which parties are put in getting money orders and receiving them, and the great number that must be necessarily shut out from the benefit of the money-order office, I think that the increase in the amount of registered letters, if their fee was reduced so as to bring them into competition with the money-order system, would be so enormous and so vast that I do not believe three travelling offices could do the duty; and there is another difficulty, the time between the different post towns on the Birmingham and Preston line is so short, and the difficulty of writing so considerable, that I doubt very much whether any clerk in the travelling office could register any great number of letters in the travelling office; the vibration prevents writing to a great extent.

1146. Would not stamping obviate that?—No; you must have the whole address; for you must establish the identity of the letter: unless you establish the identity of the letter, and fix the party with the particular letter, you do nothing.

1147. Is there no registration carried on in the travelling office now?—There is; but the registered letters are comparatively few, and the duty, therefore, capable of being done.

1148. Still, to the extent that registered letters are now carried, writing is performed?—Yes.

1149. Then it is only a question of increase of establishment, and not a question as to the motion of the carriage?—It is a question of increase of establishment, and the power of performing those operations in the time that is afforded. For instance, at Watford the bags from St. Alban's, and Hertford, and Rickmansworth, pour in at Watford. Suppose there are several letters for Hemel Hempstead or Tring, those post towns come immediately upon you. I suppose the time occupied between Watford and Hemel Hempstead and Tring cannot be more than 10 minutes or a quarter of an hour.

1150. Under those circumstances, might not the act of registration be performed at the post-offices in those places?—I think not.

*Mercurii, 26° die Julii, 1843.*

MEMBERS PRESENT.

Mr. F. Baring.
Mr. Bramston.
Sir George Clerk.
Mr. Cripps.
Mr. Denison.
Viscount Ebrington.
Mr. Escott.
Mr. Hawes.
Mr. E. Tennent.
Mr. Trotter.
Mr. Wallace.

SIR GEORGE CLERK, BART. IN THE CHAIR.

Lieutenant-Colonel *Maberly.*

26 July 1843.

Lieutenant-Colonel *Maberly*, called in; and further Examined.

1151. *Chairman.*] HAVE you any Returns to put in?—This is a Return of the number of letters received by the day mails, distinguishing the London letters from the Forward letters. (*The same was read, as follows:*)

Inland Office, 24th July 1843.

NUMBER of LETTERS Received by the DAY MAILS in the Week ended 24th July 1843, distinguishing the London Letters from the Forward Letters.

| DATE. | NORTHERN RAILROAD. | | GREAT WESTERN. | | SOUTH WESTERN. | | BRIGHTON. | | DOVOR. | | CAMBRIDGE. | | TOTAL. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Town. | Country. | Town. | Country. | Town. | Country. | Town. | Country. | Town. | Country. | Town. | Country. | Town. | Country. |
| July 18 | 5,195 | 2,736 | 774 | 359 | 441 | 337 | 570 | 370 | 903 | 671 | 294 | 265 | 8,177 | 4,738 |
| — 19 | 6,513 | 2,991 | 681 | 250 | 445 | 322 | 561 | 303 | 924 | 628 | 336 | 234 | 9,460 | 4,728 |
| — 20 | 5,776 | 2,550 | 689 | 311 | 464 | 215 | 631 | 367 | 988 | 619 | 326 | 214 | 8,874 | 4,276 |
| — 21 | 5,722 | 3,180 | 919 | 345 | 446 | 284 | 589 | 340 | 1,088 | 435 | 343 | 230 | 9,107 | 4,814 |
| — 22 | 4,388 | 2,665 | 929 | 326 | 1,386 | 223 | 662 | 431 | 1,030 | 693 | 331 | 277 | 8,726 | 4,615 |
| — 23 | 1,971 | 1,344 | nil. | — | — | — | — | — | — | — | — | — | 1,971 | 1,344 |
| — 24 | 7,480 | 4,578 | 577 | 455 | 287 | 192 | 677 | 455 | 1,000 | 779 | 346 | 295 | 10,367 | 6,754 |
| | 37,045 | 20,044 | 4,569 | 2,046 | 3,469 | 1,573 | 3,690 | 2,266 | 5,933 | 3,825 | 1,976 | 1,515 | 56,682 | 31,269 |

(signed) *W. Bokenham.*

| | Time of Arrival at General Post-office when originally Established. | | | Time of Arrival at Present. | | |
|---|---|---|---|---|---|---|
| | H. | M. | | H. | M. | |
| Irish Express | 6 | 0 | P. M. | 2 | 0 | P. M. |
| Brighton | 4 | 15 | — | 1 | 55 | — |
| Dovor | 4 | 8 | — | 4 | 40 | — |
| Southampton | 2 | 28 | — | 1 | 5 | — |
| Portsmouth | 2 | 28 | — | 1 | 5 | — |
| Cheltenham and Gloucester | 6 | 15 | — | 1 | 45 | — |
| Bristol, Stroud, and Cirencester | 1 | 45 | — | 1 | 45 | — |
| Cambridge | 4 | 19 | — | 4 | 19 | — |

(signed) *George Stow.*

This

Lieutenant-Colonel *Maberly.*

26 July 1843.

This is a Return which was sent us by the East India Company, as to the number of vessels sailing to Australia, Ceylon, China, from Calcutta, Madras, and Bombay. I find I was wrong when I stated that 11 sailed to Bombay. I find that 11 sailed from Calcutta, none from Bombay; so that the letters would lie the whole year in Bombay. (*The same was read, as follows:*)

STATEMENT of the NUMBER of VESSELS that Sailed from *Calcutta* and *Madras* in the Year 1840–41, and from *Bombay* in the Year 1841–42, for the various Places undermentioned.—(From a Letter from the Secretary to the East India Company, dated 31 May 1843.)

| ——— | Ceylon. | China. | Straits of Malacca. | Mauritius and Bourbon. | Australia. |
|---|---|---|---|---|---|
| Calcutta - - - - | 5 | 39 | 78 | 129 | 11 |
| Madras - - - - | 83 * | 5 | 59 | 15 | 1 |
| Bombay - - - - | 15 | 60 | 22 | 4 | none. |

* Exclusive of 982 native crafts.

NUMBER of VESSELS which Arrived at *Calcutta* during the Year 1841, as shown in the Bengal and Agra Directory.

| ——— | From Sydney. | From Port Phillip. | From Hobart Town. |
|---|---|---|---|
| Calcutta - - - - | 10 | 2 | 1 |

This is a Return of the number of towns with which the railway night post-office communicates both up and down. (*The same was read, as follows:*)

| Railway Post-office: Night Mail up. Bags are made up for the following Places: | | Railway Post-office: Night Mail down. Bags are made up for the following Places: | |
|---|---|---|---|
| Preston. | Burton-on-Trent. | Berkhampstead. | Eccleshall. |
| Chorley. | Gloucester. | Hemelhempstead | Newcastle. |
| Wigan. | Worcester. | Tring. | Market Drayton. |
| Manchester. | Coventry. | Aylesbury. | Namptwich. |
| Liverpool. | Rugby. | Leighton Buzzard. | Dublin. |
| Warrington. | Weedon. | Fenny Stratford. | Chester. |
| Preston Brook. | Northampton. | Stoney Stratford. | Birkenhead. |
| Namptwich. | Towcester. | Newport Pagnel. | Tarporley. |
| Middlewich. | Oxford. | Towcester. | Sandbach. |
| Northwich. | Newport Pagnel. | Oxford. | Congleton. |
| Newcastle. | Stoney Stratford. | Northampton | Macclesfield. |
| Eccleshall. | Fenny Stratford. | Weedon. | Northwich. |
| Stone. | Leighton Buzzard. | Rugby. | Middlewich. |
| Stafford. | Aylesbury. | Derby, | Preston Brook. |
| Chester. | Tring. | Leicester. | Warrington. |
| Macclesfield. | Hemelhempstead. | Loughborough. | Prescot. |
| Penkridge. | St. Albans. | Nottingham. | Wigan. |
| Wolverhampton. | London. | Newark. | Chorley. |
| Walsall. | | Lincoln. | Preston. |
| Berkhampstead. | | Coventry. | Gartstang. |
| Watford. | | Birmingham. | Lancaster. |
| Barnet. | | Walsall. | Burton. |
| Birmingham. | | Wolverhampton. | Kendal. |
| Derby. | | Penkridge. | Penrith. |
| Leicester. | | Stafford. | Carlisle. |
| Sheffield. | | Stone. | |

| | |
|---|---|
| Night Mail up - - - - - - | 44 |
| Night Mail down - - - - - | 51 |
| TOTAL - - - | 95 |

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1152. Mr. *Escott.*] Is not your objection to reducing the registration fee, say to 6 *d.*, that by such reduction you would increase the amount of registered letters?—Certainly. The Honourable Member will find stated in the Paper which I see printed to-day, my first confidential memorandum, in answer to Mr. Hill's plan, to the Chancellor of the Exchequer; and afterwards a Report from the Postmaster-general to the Treasury, on the second proposition of Mr. Hill's plan, in which I recommended him to make official that communication which was entirely at first confidential between me and my honourable friend the late Chancellor of the Exchequer. In answer to Mr. Hill's plan, I thought it was right that the Government should know what had passed, and that there was no breach of confidence in making official a communication which was strictly on public business; it is printed now in the Evidence. The Committee will see that the whole reasoning and arguments in those papers have been, that the Post-office could never deal, preserving the same celerity in its communications between the different places in the country, with any considerable number of registered letters; and that the fee has been purposely kept high, in order to keep down the number of letters.

1153. Mr. *Hawes.*] Have you, or have you not, formerly recommended a lower fee than Mr. Hill now proposes?—I recommended a fee of 2 *d.* for letters in the general post, and a halfpenny for the twopenny post; but the Honourable Member will bear in mind that that was under different circumstances. At that time the lowest general-post rate was 4*d.*; and with the twopenny post, it has been conceded on all hands, that there was never any difficulty in registration; but the lowest general-post letter rate at that time was 4*d.* Almost every registered letter would, as a matter of course, contain an enclosure; at least that was our supposition; consequently, there would be two rates, making 8*d.*, and the registration fee, 2*d.*, making the lowest charge on the registered letter, according to our assumption, 10*d.*; but when you come to the higher rates, namely, 8*d.*, 10*d.*, and 1*s.*, and 1*s.* 2*d.*, with the registration fee attached to it, the Honourable Member will see that the cost of that letter would have been nearly half-a-crown; consequently, the same object was answered with the registration fee of 2*d.*, under the old system, as is accomplished now by making the registration fee 1*s.*, when the postage is merely 1*d.* The Committee will, perhaps, permit me to say, that in all arguments upon this question it has been always stated to the Treasury that there was no difficulty in registration with direct bags; that where one town made up a direct bag with another, I saw no difficulty in the question, except so far as the expense of establishment was concerned. Other officers have seen difficulties. I confess I have not been afraid of those difficulties. And I must also beg the Committee to recollect, that when proposing the original system of registration, the opinion of all the surveyors was against it. The superintendent of mail-coaches was sent to Manchester to make an arrangement as to the railways centering at Park Side; and I took that opportunity of directing him to consult all the surveyors who were assembled there for the immense arrangement in progress at that time, as to their opinion about registration. The question was put to them, and they all objected to it, and said that it would be almost impossible to carry it into execution. Notwithstanding that, I was so convinced of its practicability myself, that I recommended Lord Lichfield to disregard the opinions of the surveyors, and to propose a registration to the Treasury, in conformity with the opinion expressed by the Commissioners on the Post-office. The Treasury approved of it, all the arrangements were made, and the orders were about to be carried into execution, when they were suspended in consequence of the announcement in the House of Commons of the intention of Government to carry the penny post into operation. Perhaps the Committee will allow me to put in a copy of my Minute at the time to the Postmaster-general, in which I recommended him to suspend the measures which were then completed for carrying the registration into execution. This is the Minute, dated 7th June 1839:—

" For the Postmaster-general.

" Notwithstanding the surveyors, at their late meeting at Manchester, with Mr. Stow, when I directed them to take the opportunity of talking over the subject together, expressed their apprehensions that the system proposed for the registration of letters might fail, I intended to have submitted to your Lordship that it should have been brought into operation on the 5th of July next, and the forms and bills and instructions to the Postmasters were all preparing to this effect. The notification, however, of the Chancellor of the Exchequer in the House

House of Commons of an uniform penny postage wholly alters the state of things; and as a large increase in the number of letters will render the adoption of the registration as proposed impracticable, without such a loss of time as would be an evil of infinitely greater magnitude than the registration is intended to remedy, I submit, therefore, that the whole be postponed for the present as utterly impracticable under an uniform penny postage. When we know what the measure is which is to be proposed to Parliament, we shall be able to pronounce whether any system of the kind, whether general or partial, can be suggested." Lord Lichfield's Minute is: "The proposed system for the registration of letters must, under these circumstances, be postponed for the present." The Committee therefore will see that the Post-office have been perfectly consistent all the way through.

1154. Mr. *Escott.*] When you made that recommendation for reducing the registration fee, you had not given up the plan of giving increased facilities for posting letters, maintaining the revenue at the same time?—No, certainly not.

1155. Mr. *Hawes.*] Previous to the introduction of the penny postage you registered twopenny-post letters gratuitously, did you not?—Yes.

1156. All money letters?—All letters known to contain coin or jewellery; but the Honourable Member will see that registration now opens a very different facility, inasmuch as any letter may be registered. We had reason to believe that the lawyers and solicitors would use registration as a means of serving processes and proving delivery; we could not tell how far they might adopt it. My own wonder is that it has not been very largely adopted in Ireland, as a very safe way of ensuring the serving of processes, where any man at all acquainted with Ireland knows that it is a very dangerous and difficult operation; I myself would use it very largely, were I a solicitor in Ireland.

1157. The object of the high registration fee is to prevent that?—It is to reduce the number of letters to such a compass that the Post-office can deal with them; and the whole object of my proposal to my honourable friend the late Chancellor of the Exchequer, was to put on such a fee at first, as to enable us to see the number of letters and the class of letters with which we were dealing; and afterwards, when we knew the pressure and extent which we might sustain, and the number of letters with which we might have to deal, I told him that we could reduce the fee to such an extent as would keep down the number of letters to such as we could then deal with.

1158. To what extent did you contemplate a reduction?—That I cannot tell; it was a fee put on experimentally, to be reduced under the circumstances of the case.

1159. But inasmuch as the effect of the fee is to check the registration of letters, the operation of that check must be unfavourable to the poorer classes?—Certainly.

1160. Mr. *Escott.*] Was it more unfavourable to the poorer classes than to others?—Not at all; it was an equal system to all.

1161. Mr. *Trotter.*] Your object was, to confine your business to the means you had of carrying it on, both with facility to the public and the revenue?—Certainly, our object was, that the public should not be sacrificed in any experiment which we might undertake.

1162. And you did not wish to bring upon yourselves more business than the establishment of the Post-office would enable you to perform?—Certainly not. My feeling is, and I believe that of every officer of the Post-office, that if a Government department of the magnitude of the Post-office undertake anything, and hold out an expectation of carrying anything into execution, it is its duty to adopt those measures that failure should not ensue; that they should not risk the commerce and manufactures of the country in any foolish experiment of their own.

1163. Mr. *Hawes.*] When were you first convinced of the practicability of reducing the registration fee?—I cannot exactly say; but one great object in recommending the reduction of the registration fee has been to prevent the enormous evil which has come upon us by the penny post, owing to the demoralization of the servants of the Post-office, arising from the great increase of letters forwarded through the penny post, and the enormous plunder and robbery that has taken place. We, therefore, proposed to the Treasury a registration fee of 8 *d.*; and that that 8 *d.*, notwithstanding all the inconveniences to which it might be subject, should be compulsory.

1164. When was that registration fee of 8 *d.* proposed?—I think Lord Lowther proposed

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proposed it shortly after he was at the Post-office; he was so much struck at the demoralization, and the enormous evil resulting from it, that he proposed this reduced fee to the Chancellor of the Exchequer.

1165. By an official communication?—By an official communication.

1166. Which can be produced?—Yes; there have been two communications; they are, I believe, before the Committee.

1167. Mr. *F. Baring.*] The date is 21st December 1841?—Yes. It was entirely Lord Lowther's own suggestion.

1168. Has there been any subsequent recommendation?—I think there has.

1169. Have the Treasury sanctioned it?—No, they have not. The Honourable Member will see that there are very great difficulties in the way of it.

1170. It was recommended on the 21st of December by the Post-office?—Yes, and the Government objected to it.

1171. Mr. *Hawes.*] Has the Chancellor of the Exchequer objected officially, and stated any reason for the objection?—No, I think not.

1172. Can you inform the Committee of the grounds of objection?—I cannot; it has been upon personal communication between Sir Robert Peel and the Chancellor of the Exchequer and Lord Lowther. We have had no official communication from the Government, but it will be seen that objections may be stated to it. If a person encloses half-a-crown to another by a post letter to take its chance, the receiver of the registered letter would have to pay 1*s.* or 8*d.* upon it, in addition to the postage, which would be high; then how are the Post-office to tell what is enclosed in the letter? consequently we should be subjected to the process of registering a great many letters that did not contain coin or anything valuable to the parties, and putting them to the expense of high postage; instantly would, of course, come an application from the party pointing out the hardship of being subjected to the high fee, which it was never intended he should pay; and then would come the question of fact with the Post-office, of what had been sent.

1173. Mr. *F. Baring.*] But you recommended the fee of 8*d.* from the Post-office?—Yes.

1174. You knew of those points?—Yes; but the Honourable Member will allow me to say, that Lord Lowther felt that this ought to be done, from the demoralization of the department, in consequence of the public sending an enormous quantity of letters and valuable articles through the post, which they have been in the habit of doing ever since the penny post; and I do not at all complain of it, though the facilities of the penny post have led to it. Still we have not been able to discourage them from doing so; and the consequence has been that the plunder has been very great, and that the department has become thoroughly demoralized.

1175. Mr. *Hawes.*] Is there any increase of money-letters; that is, letters containing coin?—The practical officers say nearly ten to one; that is, of letters to all appearance containing money or jewellery; we cannot tell what is in them.

1176. Mr. *Denison.*] How have you ascertained that there has been this amount of plunder from time to time?—Lord Lowther has stated to me that the greater part of his patronage since he first came to the Post-office arose from dismissals. Almost all the business connected with losses comes before me; it is rather a police business, which is managed by one of the clerks in the department of my office called the "Missing Letter Branch," the solicitor, and myself, inasmuch as it is necessary to keep all these communications thoroughly confidential and away from other parties; and I can state that the plunder is terrific.

1177. Did you ascertain it by complaints from parties who ought to have received monies?—The first operation is, that the party to whom money has been enclosed hears of it incidentally, or the merchant or the banker who has sent money finds that it has not arrived in course of post, and makes an application for the missing letter. All applications for missing letters are made to a branch of my office, under the superintendence of Mr. Ramsey; and what we usually do is, to send to the party making the complaint a printed form, requiring him to send it back with his answer. The form is, where it was posted, who was the party who sent it, and where it was addressed, and other questions of this nature; and all this is ascertained, in order to enable us to obtain full information relative to the letter. Of course, then we make inquiries through the postmaster or surveyor, or if the letter has contained property, we look at it with greater jealousy, and ascertain how many cases apply to a particular office. I may mention to the Committee that —— is an office at present in our black books. The Honourable Member will

will see that if we say 60 or 70 cases apply to ——, those cases going not from London, but from towns all in the neighbourhood, and some of those letters being such as could only have gone from one town to the town in question, we directly come to the conclusion, from our knowledge of the business, that there is a thief at that office, and we follow up the inquiry till we discover the party.

1178. Mr. *Hawes.*] Do you consider the risk now greater than it was before?—Formerly those letters were registered; now I consider that a letter posted with money in it might as well be thrown down in the street as be put into the post-office.

1179. Then I understand you to say that the risk is considerably increased?—Yes. I do not throw any imputation upon Mr. Hill's plan; but I mean to say that the risk has increased, because the letters have increased to such a degree that it is impossible to pursue that system of registration which previously existed, without interfering with the despatch of the mail and the acceleration of the post, which is much more important than the inconvenience to which the community is subject by the plunder of their letters.

1180. Mr. *Wallace.*] Could a Return now be made by the Post-office, similar to the Return which was formerly made upon my motion, of the number and the amount of thefts and other depredations committed in the course of a series of years?—It could; and if you will allow me to state, I can now give it in a better form than you had it originally, inasmuch as I give the number found as well as those which were lost.

1181. Then the Return will be in an improved form upon that which you have previously given?—We will give it in the best form we can give it, in the form we prepare it for ourselves. The total number of cases in 1842 of applications for missing letters was 8,024; those missing letters contained 163,127*l.* worth of property, according to the statement of the parties; of the number of 8,024, 2,261 were found, 5,763 were not found; the amount of property found was 93,594*l.*, the amount of property not found was 69,533*l.*; being a diminution on the former year, owing to the sharpness and severity of the measures we have adopted.

1182. Mr. *Hawes.*] Can you give the numbers for 1839?—In 1839 the number of cases was 1,728, as compared with 8,024.

1183. Mr. *Wallace.*] Does that Return refer to the United Kingdom, or to England and Wales only?—This must refer to the United Kingdom. This is the heading of the Return: "Summary of the Number of Applications for Missing Letters containing Property, which have been made at the General Post-office, London, from 5th January 1837 to 5th January 1843. *N. B.* This Return does not include applications made at the Twopenny Post-office;" therefore that would be excluded, and there are the cases of Ireland and Scotland excluded; but getting no redress there, they generally come to us in London, and many applications are originally made to us.

[*The Return was read, as follows:*]

SUMMARY of the NUMBER of Applications for MISSING LETTERS containing PROPERTY, which have been made at the General Post-office, *London*, from 5th January 1837 to 5th January 1843.

*N. B.*—This Return does not include Applications made at the Twopenny Post-Office.

| Year. | Amount of Property. | | | | | | | | | Number of Cases. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Found. | | | Not Found. | | | Total. | | | Found. | Not Found. | Total. |
| | £. | s. | d. | £. | s. | d. | £. | s. | d. | | | |
| 1837 - | 48,493 | 10 | 5½ | 42,987 | 19 | 2¼ | 91,481 | 9 | 7¾ | 347 | 479 | 826 |
| 1838 - | 40,333 | 13 | 9 | 21,956 | 17 | 10 | 62,290 | 11 | 7 | 341 | 626 | 967 |
| 1839 - | 53,021 | 16 | 9½ | 27,068 | 10 | 10 | 80,090 | 7 | 7½ | 783 | 945 | 1,728 |
| 1840 - | 98,608 | 6 | 11 | 74,953 | 8 | 2½ | 173,561 | 15 | 1½ | 1,948 | 8,631 | 10,579 |
| 1841 - | 100,856 | 5 | 1 | 85,532 | 17 | 6¼ | 186,389 | 2 | 7¼ | 2,321 | 7,924 | 10,245 |
| 1842 - | 93,594 | — | 2 | 69,533 | 9 | 8½ | 163,127 | 9 | 10½ | 2,261 | 5,763 | 8,024 |
| | 434,907 | 13 | 2 | 322,033 | 3 | 3½ | 756,940 | 16 | 5½ | 8,001 | 24,368 | 32,369 |

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1184. Mr. *Hawes.*] If I have caught the figures correctly, that account in your hand would show a diminution of risk?—As compared with the previous years, of 1842 or 1841, I think there is a diminution; but still I should mislead the Committee if I were to lead them to imagine that there ever would be a great diminution of losses of letters. My own impression is, that nothing but a compulsory registration would put an end to it.

1185. And that the Post-office, so far as I have been able to inform myself of the papers before me, recommend?—They do.

1186. Mr. *Escott.*] Do you attribute much of that great increase of loss of letters containing valuable property to the fact of prepayment?—No, I do not think it is connected with prepayment; it arises from the carelessness of the public, and the indisposition to adopt the secure and cheap mode now open to them of transmitting money, which is through the Money-office.

1187. Viscount *Ebrington.*] Does that Return apply merely to losses in money, or to losses in jewellery and other articles of value?—The Return applies to all missing letters; our impression is, that the great bulk of the loss applies to letters containing coin.

1188. Mr. *Wallace.*] Not bank notes?—Not so much bank notes; the Honourable Member will see at once that with regard to coin, when once the coin has got into the possession of the party, there is no identification; with bank notes, the number may have been taken. For myself, I fairly own that I would never send a bank note through the Post-office, unless I cut it in half, and received information of the receipt of the first half before I sent the other.

1189. Mr. *Hawes.*] Have you any opportunity of knowing the class that chiefly avail themselves of the privilege of sending money orders?—I cannot myself say; perhaps some of the practical officers might say.

1190. Mr. *Baring.*] Has the state of demoralization of which you speak been represented to the Treasury?—I should think so; it certainly was to my honourable friend, when he was Chancellor of the Exchequer.

1191. And the fee upon the money orders was reduced, and registration introduced?—Certainly, in consequence of that.

1192. Has this been represented since the change of Government, and have the Treasury taken any steps at all to meet this evil?—I can only tell the Honourable Member what the state of the case is: I believe that the Postmaster-general has had frequent communications on the subject with the Chancellor of the Exchequer; but the Chancellor of the Exchequer, as I learn from him, entertains a very strong opinion upon the subject; he sees great difficulties in the case, and he has refused hitherto to accept the proposition which has been made by the Post-office.

1193. One of the principal difficulties in lowering the fee upon registration of letters arises from the interference of the registered letters with the operation of the money orders?—I should say so; that has been my chief apprehension.

1194. But supposing you were to reduce the fee upon the money orders, that objection would no longer exist?—Certainly not.

1195. Looking to the evil of which you have spoken, do you see any objection to reducing the fee upon the money orders?—There is no objection, except that the Money-order Office has now become such an enormous banking establishment that it is very difficult to manage it; and I must fairly own that there are great difficulties, and great chances of loss attending the Money-order Office, from which hitherto we have not suffered, but from which I should not be at all surprised if some of these days we were to suffer severely.

1196. But adverting to the degree of plunder which exists in the Post-office, and balancing the difficulties of the case, do you not think it would be advisable to reduce the fee upon the money orders?—It might be perhaps eventually advisable; but really the Money-order Office has increased so enormously upon us, and we have that difficulty in dealing with it, that I should like to get the measures fully into operation which we contemplate, in order to see my way before any further reforms are executed.

1197. Are the claims for the losses of money small sums generally?—The Honourable Member will see, from the paper which I have put in, that the number of applications last year was 8,024, and that the amount of property was 163,000*l.*; that gives an average of somewhere about 20*l.*

1198. But, speaking generally, is it the case that the greater part of the claims are small?—We believe the losses to be chiefly small sums of money, as far as we

can

can tell from the personal applications to the office, which are very numerous; and those losses chiefly fall upon the poor.

1199. Therefore, reducing the fee upon the money orders would meet the difficulty in a great measure. They are sums which would come under the money-order limitation?—They would. Still my honourable friend will see that there are difficulties with regard to money orders. The money order must necessarily be issued and paid at the larger stations of the Post-office, where parties have sufficient intelligence to enable them to comprehend and conduct banking accounts. The places, in many instances, which money is to be sent from or received at are places in the rural districts, which letters can reach, but which money orders cannot, and the parties have to come to the towns to fetch them; consequently, a letter is the more convenient mode, in many instances, of making a remittance than the trouble and inconvenience which attaches to the money order. The registration might, therefore, be adopted in a great number of cases in which the money-order system would not be applicable, owing to the party living at a distance from the town where the money order is issued.

1200. Are all post towns money-order offices now?—All post towns have always granted and paid money orders; and the reason for that was, that they had an account with the General Post-office, either in England, Ireland, or Scotland. We had accounts already opened with them, and therefore it was but another account with them. We have three descriptions of offices; the post town, which has an account with the capital, either London, Dublin, or Edinburgh; the sub-office, the revenue of which is collected through its post town, and which is another distinction. In general the sub-office has only a bag with the post town; it has no bag with the capital, and no account with the capital in most cases. Then, the third description of office is the receiving office. The receiving office accounts to its post town. Frequently a receiving office may have two or three post towns; but the revenue of the receiving office is carried through its post town.

1201. Mr. *Hawes.*] Would or would not a cheaper system of registration meet one of the evils which you say attach to the money-order system?—Certainly; but it would involve us in another class of evils, in the great expense and great detention of mails throughout the country.

1202. Supposing the existing establishment to remain the same?—Exactly.

1203. You do get at present a considerable revenue from money orders?—I think the commission, as far as I can recollect, is 35,000*l.* a year; it is 38,000*l.* in that Return, but those are payments within the year.

1204. Mr. *Trotter.*] That is the gross produce?—Yes; we get 5,000*l.* or 6,000*l.* a year net, or something of that sort.

1205. Mr. *Hawes.*] How far would the increased revenue or profit upon the increased business which you anticipate compensate for the probable increase of establishment?—I doubt whether it would compensate; the expenses would be very large; the expenses of clerks in the forward offices; frequently the want of space, and rendering it necessary for the public to provide offices at the towns where forward duty is done; and then the travelling office is itself an enormous expense.

1206. Mr. *F. Baring.*] Was the expense the objection of the Treasury to reducing the registration fee to 8*d.*, as proposed by the Post-office?—I cannot tell what the objection is; I should think not. I do not contemplate much increased expense from reducing the fee to 8*d.*; the way I think the expense would originate would be directly the registration was brought into competition with the money-order system, so as to bring a great number of letters into the class of registered letters, with respect to which parties now have their purpose answered by having the remittance sent through the Money-order office.

1207. Mr. *Wallace.*] You have stated that Lord Lowther recommended that all letters should be registered under a compulsory system of registration; how is that to be effected?—I will tell the Honourable Member: if anybody sent to him a letter through the Post-office conceived to contain coin or jewellery, in addition to the usual postage, we should not deliver the letter to him till he had paid us the registration fee.

1208. Then the fee would be collected from the party receiving, and not from the party sending the letter?—Yes, and that is the difficulty. The principle hitherto of registration has been that the Post-office have conceived that the sender alone of the letter ought to be compelled to pay the postage, inasmuch as he was fully aware of the value of the communication; the receiver might think the letter not at all

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valuable and not worth the tax, and therefore that it was unjust to tax him; but the sender ought to pay for that communication which he considered valuable.

1209. According to the plan which you now point out, is "registration" a proper term to apply to it; would that be understood?—I think so: it is subjected, in its passage through the office, to certain processes, which we have always characterised by the term "registration;" and as the letter would be subject to those processes, I think the letter is very properly described as a registered letter.

1210. Mr. *Hawes.*] Am I then to infer from what you have stated, that the Post-office at present does not afford a safe channel for the remittance of small sums to different places in the kingdom?—Certainly: before Lord Lowther came to the Post-office we felt that, but we did not like to put forward any notice to the public, inasmuch as we were most anxious not to render ourselves liable to the imputation of having placed any impediment in the way of the success of Mr. Hill's plan. When Lord Lowther came to the Post-office he thought the evil of insecurity of such a magnitude, that he directed a circular to be prepared for the public, in which they were expressly told that there was no security for remitting money through the Post-office; and that if they chose to take that risk, they must take the consequences, as in all probability they would be subject to loss. A circular is always sent to parties applying for letters stated to be missing; this notice is a very strong notice; it was prepared by Lord Lowther, submitted to the Chancellor of the Exchequer, and approved by him.

1211. Mr. *Bramston.*] What effect does that notice have upon the public?—I am sorry to say very little.

1212. Mr. *Escott.*] Has it not driven them to the Money-order office?—Very little.

1213. Mr. *Wallace.*] Does the notice from Lord Lowther point out the insecurity of sending bank notes as well as coin?—I really forget the precise terms of the notice, but I will bring it next time.

1214. Mr. *Escott.*] What is the date of the notice?—I think it was in December, before Lord Lowther made the proposal of 8*d.*

1215. But the business of the Money-order office has very much increased since that?—It increases enormously every quarter.

1216. Do not you think that that is very much in consequence of that warning to the public?—I am afraid not.

1217. Mr. *F. Baring.*] You were speaking of notices: were there not four notices during the time that we were in office together, all cautioning the public against transmitting coin through the Post-office?—Yes, but not half so strong as that of Lord Lowther's. With all the care and precaution that can be adopted, the system of registration is, in my opinion, not perfectly safe.

1218. Mr. *Wallace.*] You have stated that Lord Lowther recommended the general, if not universal registration of letters supposed to contain property, at a fee of 8*d.*, and you have now narrated the modes in which letters are dealt with in the General Post-office of London; how would it be possible for that department to perform its duties, if all the letters to which you allude were registered?—I think we could ensure the registration of such a number of letters as in our opinion would be registered at the fee of 8*d.*: though for the first month or two, as we stated in our Report to the Chancellor of the Exchequer, we might break down, yet ultimately I think we should go through with it.

1219. Mr. *Hawes.*] Then are you or are you not of opinion that a good system of registration would materially remedy the evils of which you have spoken, of the loss of money at the Post-office?—I think it would.

1220. Mr. *Escott.*] Does not that depend upon what is meant by a good system?—Yes; I think the present system is as perfect as it can be made.

1221. Mr. *Hawes.*] You think no other system of registration could be suggested to improve the one adopted at the Post-office?—If one could be suggested to me, I should recommend the Postmaster-general to adopt it; I have no prejudices in favour of any particular one.

1222. But from your experience of the Post-office, you would say that the present system is perfect?—I do not mean to say that anything is perfect; but, under the circumstances, I think it is the best that could be adopted, and under those circumstances, I recommended Lord Lichfield to adopt it. Could I find any better system, I should immediately think it my duty to abandon the present one and to adopt the new one.

1223. Mr. *Wallace.*] The present system of registration is payment in advance?—Yes.

1224. That which you recommend will be payment by the receiver of the letter?—It would be payment by the receiver of the letter; but the Honourable Member will see, that though we do not like the system, yet we think the evils of the demoralization of the department are so great, that we recommend even a system that we do not like, in order to check that evil.

1225. Then the present system is not so good as the one which has been recommended to the Treasury?—I think the present system is better in point of principle. I think the right principle is, that the sender of the letter should pay for the registration of a letter which he conceives to be valuable.

1226. But you have recommended that the receiver of the letter should pay the registration?—We have; but I do not think the principle is so good.

1227. *Chairman.*] You recommend that as the only means of carrying into effect a compulsory registration?—Yes.

1228. Mr. *Hawes.*] I have understood you to say that a cheap system of registration to remedy these evils would, in your opinion, be attended with more expense than the amount received?—Yes; but I may be allowed, perhaps, to explain what I mean by a cheap system of registration. I mean a registration at such a fee as should bring a great number of letters to the Post-office to be registered.

1229. Have you or have you not made any calculation of the probable increase of letters, together with the necessary expense attendant upon an increase of the establishment, so as to show that that increase of letters would not be followed by such an increase of revenue as to justify the reduction of the registration fee?—I have not, and I cannot make one.

1230. Has the Post-office, or has any department of the Post-office, turned their attention to this subject, and have they made any calculation upon this subject based on some assumed increase of letters?—There is no calculation that I know of; it is all impression and opinion.

1231. Then the opinion which you have given, as to the probable increase of the expense of the establishment, and the non-increase of the revenue in proportion to it, is purely conjectural?—It is merely an opinion, and, as other opinions, liable to error.

1232. Mr. *Trotter.*] If you collected the registration fees from the receivers of the letters, what effect would that have upon the labour and time employed in the delivery of letters?—The effect of registration upon the delivery would be exceedingly inconvenient; evidently the delivery would be exceedingly retarded by any system of registration; and the expense of the letter-carriers, of course, would be greater.

1233. The inconvenience to the public, from retarding the letters, would be great?—Yes; but in my arguments upon registration I have thrown delivery aside altogether. I have considered that the delay in the delivery would be a very small part of the evil. I have looked chiefly to the inconvenience attaching to the despatch; but the deliveries would be immensely retarded by the registration.

1234. Mr. *Wallace.*] Why do you separate the inconvenience to the despatch from the inconvenience to the delivery?—Because the inconvenience to the delivery attaches only to a certain time; for instance, to one or two hours, or three hours; whereas the inconvenience to the despatch might attach to 24 hours, or even two days; or it might lead to such a confusion in the letters, owing to the office getting into disorder, that it would, perhaps, take us two or three weeks to get right again.

1235. Is it not equally a matter of importance to the public that the despatches shall be perfectly regular as the deliveries, and *vice versâ*?—I look to the despatch as the more important thing. The delivery, as the letters have reached their destination, causes but a certain delay at each particular town; the despatches may effect the empire. The Committee will allow me, perhaps, to advert to the orders which were given by the Post-office upon the introduction of the penny post. My chief anxiety, in carrying into execution the penny post, was to secure the despatches going on, and the junctions of mails being effected, in the usual manner. As for the deliveries, I recommended my honourable friend, the late Chancellor of the Exchequer, to sacrifice them altogether. I told him the question of delivery was a minor one; it applies only to the loss of an hour or two at the particular

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town; but the question of despatch applies to the whole empire; you might sacrifice days and weeks frequently, if anything was allowed to interfere with the despatch.

1236. Mr. *Hawes.*] Supposing a compulsory fee to be established, that would involve the fee being levied upon all packets, heavy or light?—All, of course, which were supposed to contain coin or jewellery, or valuable articles.

1237. Anything, in fact, that was susceptible of being weighed?—No, not exactly; much would be left to the discretion of the officer. The inconvenience of registration, and one which I take it weighs with the Chancellor of the Exchequer, is, the impossibility of the Post-office forming any judgment as to the value of the packet. A letter containing a halfpenny, for instance, would be registered at a high fee; for the registration would be charged upon this system in the same way as if that letter contained a sovereign.

1238. But the great object of registration, so far as the public is concerned, is security?—Yes.

1239. It would be, therefore, for them to determine whether they would pay the fee or not?—That is the present system.

1240. It is immaterial what is contained in a packet; if it is not registered, no fee is paid?—No.

1241. Under this system, all packets would pay the fee?—I think the Honourable Member scarcely understands the proposition of the Post-office. Where parties choose to register their letters, they would not be deprived of the power of doing so, as at present; but where they did not register them, we should come in and charge the fee, as we should register them, as we did the money letters that were formerly sent. Where money letters were formerly supposed to contain coin or jewellery, those letters were registered, though the public paid nothing for them; it was entirely at the discretion of the Post-office authorities: those letters would be registered now in the same way; but the public would be compelled to pay the registration fee, instead of receiving them for nothing, as they did formerly.

1242. Mr. *Wallace.*] Would your rule apply to parties sending samples of cloth or muslin, or those sort of things which shopkeepers frequently send to one another?—I should say not. We should, without knowing the contents of the paper, say that such a thing was not valuable. The Post-office servants can tell in a moment whether a letter contains coin or jewellery, or not. One case would be common, which of course, under a compulsory registration, would place us in great difficulty. Boxes of pills frequently go; how could we tell whether those boxes, which look like jewellery boxes, contain jewellery or not? that is a difficulty which I believe weighs with the Chancellor of the Exchequer.

1243. Mr. *Hawes.*] Under the compulsory system all heavy letters would be registered?—Not at all; all letters that were supposed to contain property or articles of value would be registered.

1244. How can the Post-office know anything of the value without opening the letter?—There would be the difficulty, that we should force the parties to pay the registration fee upon a great number of letters that ought not to pay it.

1245. Mr. *F. Baring.*] You speak of the system of compulsory registration that is proposed to the Treasury; I find no such proposition in these papers at all?—It is evident that the communication of Lord Lowther must have been made previously to his official letter of the 21st December 1841, for Lord Lowther says: "It is satisfactory to find that Mr. Hill admits the great evil and the great extent of robbery that now exists, and does not differ from me as to the nature of the remedy to be applied; and that, disagreeing as to the amount of the fee, he still admits the necessity of a system of compulsory registration." Evidently, therefore, Lord Lowther's proposition had been made previous to that, and Mr. Hill must have had some cognizance of it. The papers, as here printed, are evidently not complete.

1246. But the proposition is referred to in these imperfect papers: "Should no pressure be experienced, I shall be prepared to reduce it still further; and I have already made inquiries and collected information upon this subject. I should propose, however, that the reduction should stop at such a sum, 8 *d.* for instance, that it should be less for the interest of the party wishing to remit small sums, to register, than to employ the Money-order office." There may be objections, as you state, to the compulsory registration; but why was not the fee reduced from 1 *s.* to 8 *d.*, still continuing the present system?—That, of course, rests with Lord Lowther to decide; the papers have not yet been decided upon at the Treasury.

1247. But

1247. But the papers are dated the 21st of December 1841?—Yes; that is one of the inconveniences which attaches to the communications between the Post-office and the Treasury.

1248. Mr. *Escott.*] You were asked, on the last day of your examination, whether you thought that we had now arrived at the minimum rate of postage; have you any opinion as to the establishment of any other rate, with a view to maintain the revenue and give facilities for the despatch and receipt of letters?—I have no opinion to offer; that is a question entirely for the general Government.

1249. You were asked your opinion, in one or two questions, relating to the general management of the Post-office; will you state your opinion with respect to the twopenny rate, with a view to the revenue?—I do not like to give opinions when they are so nicely criticized as they have been and are; but I will tell the Honourable Member fairly, that when I considered the subject, my impression was that a twopenny rate would have given a revenue of about 400,000 *l.* a year, in addition to the present, and that 3*d.* would have added about 200,000 *l.* more to that sum, making 600,000 *l.*: that was my impression; but I will not bind myself to it at all. In these matters, nobody can come to any conclusion, and the wisest thing to do is to give no opinion at all: still I do not think it fair to the Committee to withhold the opinion which I formed, and which I certainly gave to Lord Lowther.

1250. Viscount *Ebrington.*] You speak with apprehension of the extension of the money-order system?—I do, at present.

1251. You also speak of the great difficulty to the Post-office of extending the system of registration to such a point as to induce the public to avail itself largely of it?—Yes.

1252. Have you considered which of these alterations you would think the least objectionable: leaving matters as they are, extending the money-order system, or extending the registration system?—I should say, decidedly, extending the money-order system; I have much less apprehension of that than I have of extending the registration.

1253. Or would you prefer leaving matters as they are?—I do not know; compulsory registration is the only length I am prepared to go, and perhaps an extension of the Money-order Office eventually, by reducing the fee.

1254. Mr. *F. Baring.*] What do you say to increasing the sum which might pass under the money order; do you think that would have any effect?—My honourable friend is not perhaps aware that there is no difficulty as to the sum now; we have never objected to larger sums passing, provided they are taken out in orders of 5 *l.*; an individual may get 500 *l.* if he pleases at present, in orders of 5 *l.*

1255. That is not generally known?—No, we do not wish it to be generally known; but, except in Jersey and the Channel Islands, we have not forbidden any party getting more than 5 *l.* We have not thought it desirable to prohibit the public having those facilities where they wanted to possess them, but we keep a very rigid check on them; all those cases where parties have had more than 5 *l.* at a time, are stated in a return to the Secretary by the Money-order Office. Then the Honourable Member will further see, that in carrying this system to any extent, you do what I think no Government ought to do; you interfere with the private trade of banking, which it is never advisable for a Government to do, without some strong motive for it.

1256. Mr. *Wallace.*] Is it the duty of the Postmaster-general to look to the private interests of bankers?—Not at all so; but I think it very unwise for the Government to carry on a description of commerce that the public, if left to itself, will carry on, and in all probability much better than the Government.

1257. If the Postmaster-general and the Secretary to the Post-office take these matters into view, do not they encourage that interference between the duties of the two offices, the Post-office and the Treasury, which has been already adverted to and deprecated?—We certainly point out those matters to the Treasury, and give our opinion; whether the Treasury adopted them or not, would rest with themselves; but when we are pointing out a course, we should naturally suggest all the inconveniences or advantages of the course which suggested themselves to us: if the Treasury thought with us, they would adopt it; if they differed from us, they would of course at once discountenance the proposition.

1258. Should you feel it your duty, if you approved of 10 *l.* being issued from the Money-order Office in place of 5 *l.*, to draw attention first to what influence that might have upon private banking?—Certainly; so much so, that I recollect perfectly

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perfectly well, when the penny post was introduced, that was one of the questions that came before me; namely, as to the weight of packets that should be conveyed by the post; and I recommended my honourable friend the late Chancellor of the Exchequer to restrict the weight which might pass by post to 8 ounces instead of 16, with a view of not interfering with the private-parcel trade of the country.

1259. Mr. *Hawes.*] I wish to ask you a few questions upon the Return, No. 201; is the Committee to understand that this is a Return or an estimate?—An estimate.

1260. Is the estimate of the number of letters in the first column, 209,611,508, nearly an accurate one?—It is the number that were returned to me as the numbers delivered in a week in December 1842, multiplied by 52.

1261. But on the whole you are disposed to think that is nearly an accurate estimate of the number of letters?—I can pledge myself to nothing, and I cannot pledge myself at all to its accuracy; it is taken in the same way as the Returns have been taken ever since the adoption of the penny post, and which were taken in consequence of the sanction of my honourable friend the late Chancellor of the Exchequer. I pointed out to him that it would be valuable if we could have those Returns taken regularly, as a means of comparison; he assented, and upon that sanction we have ever since continued them, though they have put us to some trouble and expense.

1262. The Return made to the House of Lords in March 1843, and signed by you, may be presumed to be accurate?—It is made in the same way, and on the same principle.

1263. The Return to the House of Lords gives a statement of the total number of letters delivered in each week in the year 1842?—As far as I recollect, the Return printed for the House of Lords is a copy of the Return printed for the House of Commons: the Return printed for the House of Commons was prepared upon an order sent to us from the Treasury, which order I believe was prepared by Mr. Hill himself, ordering us to make the Return in a particular shape, with which we complied. Lord Monteagle's Return therefore, to the best of my recollection, is Mr. Hill's own heading, with the materials supplied by the Post-office.

1264. Those materials may be assumed to be accurate?—So far as we can give them.

1265. Have you at all calculated the average number of letters per week as given in that Return for the year 1842, and can you state how far it agrees with the estimate of the number of letters in the Return, No. 201?—I think I gave the Committee, in my former evidence, the average from October 1841 to October 1842, which average was 205,000,000.

1266. May that be assumed to be the fair amount?—I can do nothing more than tell the Honourable Member the materials from which my Returns are derived; as to their correctness, I cannot possibly pledge myself to them.

1267. Why do you stop in October?—Because, as I told the Honourable Member at the time, there are generally two months' arrears in the hands of the Post-office; consequently the postage for the months of November and December would not be paid into the revenue till about the beginning of January 1843 at least, on the average. The revenue is up to January 1843; but the letters from which that revenue is collected will not, in all probability, if they are returned correctly, be beyond the end of October 1842.

1268. How do you come to the number of letters given in the first column of the Return?—I can only tell the Honourable Member what I have told him before, that it is a Return of a week in December multiplied by 52; the number is, I think, 4,160,000, multiplied by 52.

1269. That is the most accurate return you could make to the House of Commons?—That is the only return I could make, whether accurate or not; I have told the Committee that I do not think it is accurate.

1270. Will you turn to page 46 of Mr. Hill's evidence, and refer to the statement which he has made under the head of "Inland Letters and Revenue;" can you inform the Committee whether that statement is accurate or not?—I do not think it is.

1271. Will you point out the inaccuracies?—The Government letters, for instance, my Return gives 4,500,000 for London alone, without reckoning Ireland and Scotland, which I have not with me. This is a "Return showing the number of letters delivered at, and received from the Government offices in the year

year ended 5th January 1843: Delivered at the Government offices, 2,961,355; received from the Government offices, 1,623,755; the total being 4,585,110.

1272. Does that include paid letters?—Letters of every sort; that is, all those that have an account. There are about 29 offices having an account; those are the offices having accounts with the Government, and the letters are from those offices.

1273. Are you speaking of letters which come to the Government, as distinguished from those which come paid?—As I understand it, it is only those which are brought to account.

1274. Therefore, all those letters which are paid would not enter into that account at all?—That I cannot say; I must ask the Superintending president of the Inland Office that question, because; for instance, some letters very foolishly come paid to me, with the postage on them.

1275. Will you state, as nearly as you can, what you conceive to be the total number of letters delivered to the Government, which are chargeable in account with the Government?—I understand that those letters which are returned to me as Government letters bear no postage; that it is a mere matter of account between the Government and its departments.

1276. Therefore letters which are prepaid necessarily would be excluded from that account?—I understand that they are. The Honourable Member has raised doubts in my mind whether the Return is what it purports to be: certainly, my wish in giving orders for the Return was that all those letters should be excluded, but I have doubts whether they are, and those doubts are created by the manner in which the duty is done. The Post-office correspondence is nearly as two to one, or certainly as three to five, or something of that sort; it is an immense proportion of the whole Government correspondence; and if the Post-office correspondence, for instance, is brought to the scale and weighed, and an account taken of the amount of that correspondence, I fear that a great number of the letters would be found to bear postage stamps. Whether that is the case or not, I cannot tell till I have consulted the Superintending president of the Inland Office.

1277. Mr. *Bramston.*] I understand your answer to apply only to the Post-office?—No, it applies to all Government offices; all the Government-office letters come to the Post-office; they are transferred to the scale, and the postage is calculated by the weight; 2*d.* an ounce upon inland, 16*d.* an ounce upon ship letters, and 2*s.* an ounce upon colonial letters. The foreign rates are charged according to their actual weight; it is for simplicity.

1278. Mr. *Cripps.*] Do you include the Boards of Customs and Excise in the extent of correspondence you have mentioned?—Certainly.

1279. Mr. *Hawes.*] With reference to the Dead-letter Return, it is stated in this account that the amount to be deducted from the revenue is 17,293*l.* 1*s.* 2*d.*; are the Committee to understand that that is a correct Return?—Those are the Returns given to me by the Accountant-general. This is the Return furnished to me by the Accountant-general of the manner in which he obtained those results; of course I can only give what is furnished to me by him.

[*The same was read, as follows:*]

## POST-OFFICE.

Year ended 5th January 1843.

DEAD and RETURNED LETTERS, as they appear in the Accounts.

| | £. | s. | d. |
|---|---|---|---|
| Alexandria | – | 15 | 4 |
| British North America | 12,281 | 11 | 2 |
| Gibraltar | 79 | 6 | 10 |
| Jamaica | 1,460 | 1 | 6 |
| Lisbon | 89 | 4 | 2 |
| Malta | 142 | 3 | 7½ |
| Rio de Janeiro | 3 | 9 | 1 |
| West Indies | 985 | – | 11 |
| £. | 15,041 | 12 | 7½ |

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| | £. | s. | d. |
|---|---|---|---|
| Deputy-postmasters | 9,933 | 5 | 6 |
| Inland letter-carriers | 1,685 | 10 | 10 |
| Inland rebates | 233 | 7 | 6 |
| Ireland | 3,445 | 10 | 9 |
| Scotland | 1,995 | 6 | 7 |
| £. | 17,293 | 1 | 2 |

Accountant-general's Office, 17 July 1843.

(signed) *C. T. Court,* Accountant.

1280. As Secretary to the Post-office, do you abide by those figures as correct? —I have told the Honourable Member that this is an estimate; so far as we had the means of furnishing it, those means have been employed for the Postmaster-general and the Chancellor of the Exchequer. As the Return was prepared for their private information, we should prepare that Return in what we considered the most correct, in the fullest, and in the most perfect manner; and if afterwards it is printed by desire of the Chancellor of the Exchequer in a different form, to suit purposes of which he is the best judge, and not ourselves, we of course have only one duty, to furnish the Return. The error of the Post-office is only in having made that Return as a Return instead of an Estimate.

1281. The form of the Return, it may be presumed, would not alter the figures, although it might alter the inferences to be drawn from the Return?—The figures are correct as far as the Post-office can give them. I have told the Honourable Member before, and I repeat it again, that the Return was prepared under Lord Lowther's orders by a clerk, whom he has since appointed surveyor in Canada, and it was checked by another clerk, who was then in the Accountant-general's Office, and who has been appointed surveyor at New Brunswick; those clerks therefore are not here. The former clerk was in my office for four or five years, and I had every reason to be pleased with his abilities and his intelligence, and entirely from that cause Lord Lowther appointed him to Canada, inasmuch as it was necessary to send out an efficient officer there.

1282. Then, as nearly as the Post-office can furnish such a Return to the Committee, 17,293*l.* 1*s.* 2*d.* is the amount of dead and returned letters?—Yes, as far as the Accountant-general can give it.

1283. Will you have the goodness to turn to the Finance Account ending the 5th of January 1843, page 56; does it not appear from that account that the sum of 15,000*l.* for returned and mis-sent letters is the amount of postage lost upon the foreign and colonial letters abroad?—No; there are re-directed letters and mis-sent letters, which we eventually get the postage upon, and of re-directions there would be a great number.

1284. Is not 15,041*l.* for the dead and returned letters in the Parliamentary Return, No. 201, precisely in figures the same amount as that which is stated in the Finance Account to be the amount of the returned and mis-sent letters?—Yes; but looking at this heading, without any explanation from the Accountant-general, I should at once say that the accounts are accounts of different things, and that consequently they need not agree; they may agree by chance, but they need not agree; but if they agree, in all probability they are precisely the same accounts; if so, in the Return of dead and return letters, the words "Mis-sent" and "Re-directed" ought to have been added, but they have not been put; but the Accountant-general can explain that, from looking at his accounts.

1285. Will you now state the amount of postage, foreign and colonial, upon which that loss of 15,000*l.* accrued, speaking from the Finance Accounts in your hand?—If the Honourable Member asks me, I really cannot say, because they are prepared from the accounts of the Accountant-general, and I cannot precisely say under which heads they come.

1286. Then does it not appear from the Finance Account now in your hand that the loss of 15,000*l.* arose upon the 101,000*l.* of postage collected abroad?—It appears so from this account.

1287. What is the gross amount of foreign and colonial postage, as returned by you in the Return 201?—£. 583,000.

1288. Then it would follow that the 101,000*l.* of postage collected abroad, on which there is a loss of 15,000*l.*, is to be deducted from the total amount of foreign and colonial postage, or 583,000*l.*, in order to get at the sum which remains, or 482,000*l.*,

482,000 *l.*, upon which, in the account, no loss appears?—I suppose that is the case; but really, in this dissection of the account, I cannot take upon myself to say without some consideration of it.

1289. I previously asked you distinctly, whether you had attended to the evidence of Mr. Hill upon this point?—Indeed I have not read it very attentively.

1290. Mr. *Trotter.*] Does the accuracy of the money calculations in the Return 201, depend in any manner upon the number of letters as stated in that Return?—Certainly not; the revenue is the revenue actually paid into the Exchequer, and verified at the Audit Office. The revenue is fact, and the rest is estimate.

1291. *Chairman.*] You have stated that the number of applications for money-orders at the Post-office have greatly increased since the reduction of the fee or commission charged upon them; can you state in what proportion they have increased?—I think Lord Monteagle's Return would show it; I do not know the date when it was reduced.

1292. Can you state the number at the time of the establishment of the penny post?—I can pretty nearly. The 10th of January 1840 was the commencement of the penny-post, but I may assume that on the 5th of January the number was the same; the number of money orders issued on the 5th of January 1840 was 4,900, and the amount was 8,400 *l.* On the 5th of January 1843, the number issued for the quarter was 73,500, and the amount 146,000 *l.* Those are the money orders issued in London only, and London, I should say, issues comparatively few. We pay a great many more in London than we issue. The account of England and Wales, including London, for the quarter ending the 5th of January 1840, was 40,000, and 67,000 *l.* the amount. On the 5th of January 1843 the number issued was 494,000, and the amount 1,031,000 *l.*

1293. Has any practical inconvenience been found to arise from this very great increase in the number of money orders in the course of the last three years?—It has pressed very much on the postmasters; and in London we are now building a fresh set of rooms, for which we have found space with the greatest possible difficulty, to accommodate the officers.

1294. Have any measures been taken for the purpose of simplifying the mode in which the accounts of those money orders are kept?—I do not see how you can simplify the mode, with the exception of one thing, which we are going to do, not so much for simplicity as for security; that is, to make the account of the deputy postmasters a daily one, instead of a quarterly one.

1295. Will you state to the Committee in how many documents it is necessary to enter every money order issued by a deputy postmaster?—So far as I recollect, I think the transaction would be completed in about six entries.

1296. Does that include the letter of advice?—Yes. I will state what the entries are: First, the money order would be granted; I am supposing a money order issued in London; the letter of advice would then be sent to the postmaster upon whom it was drawn, that order would be entered in the London Journal of the daily transactions, that makes three entries; it would be passed into the ledger, that is four entries; the postmaster in the country, in all probability, keeps a book, though it is not necessary that he should, and he enters it in his book, which would make five entries; then he enters it in his quarterly account, which is the last, and which makes the sixth entry; that quarterly account is sent up to London, and it is there audited.

1297. But suppose the case of one deputy postmaster in the country granting a money order upon a deputy postmaster in another part of the country?—There is then a seventh entry.

1298. Where would that seventh entry take place?—The seventh entry would be the duplicate advice, and if it was in England, sent to London; for instance, suppose the order was granted at Hull, and addressed to Nottingham, a duplicate advice would be forwarded to the Money-order Office in London, in order to tell us that the postmaster at Hull had received 2 *l.* for the Money-order Office, and that the postmaster at Nottingham had to pay that 2 *l.* It is intended to give us instant notice of the transaction. The original advice would go, first of all, to Nottingham, in order to advise the postmaster at Nottingham that the money order would be presented to him for payment, and that money-order advice, after he had duly stamped it, would be sent on to London, in order to inform us in London as soon as possible that the postmaster at Hull had had paid to him the sum of 2 *l.*, and that he had duly received intimation of it. We direct a duplicate advice to be sent to London, in order that no time may elapse, when a postmaster receives

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money, without our being advised of it. The Honourable Chairman will see that this is very important, inasmuch as, where those transactions are large, postmasters might have 3,000 *l.* or 4,000 *l.* balance in their hands on the daily transactions of money paid in, while they might be, in point of fact, applying to us to send them remittances, on the ground that they had money orders to pay to an amount which they could not meet.

1299. Is it not necessary that the deputy postmasters should retain a considerable balance in their hands, if the holder of a money order does not apply within a limited time for payment?—We order the postmasters to remit on the money-order account the moment their balance amounts to 10 *l.* We do not like them to retain money in their hands for a single minute; we would rather subject ourselves to the inconvenience of remitting.

1300. Is that order rigidly enforced and punctually obeyed?—As far as we can we enforce it; whether it is punctually obeyed is another matter, but we enforce it as far as we can.

1301. Do you believe that, in any case of a money-order, it is necessary that it should be entered at least ten times in one document or another?—I do not see how it can be necessary to enter it so many as ten times. I think between Ireland and Scotland, and Scotland and England, where we have a separate treasury and separate post-offices, another entry may be requisite; but I do not think we can possibly enter it 10 times. The Honourable Chairman will see, that in a common bill transaction between parties, a bill given by a house in London to be paid by a house in the country, the entries in the books of the parties cannot be much fewer than five or six, looking at the letter of advice, and the journals and ledgers it would pass through.

1302. Mr. *Cripps.*] In fact, this is a common banking transaction?—Yes.

1303. *Chairman.*] Have you, in consequence of the great increase in the Money-order Office, considered how far the mode of keeping the accounts could be simplified?—I have often talked it over with the chief officer of the Money-order Office; in point of fact, I may say that those accounts were created by myself, in conjunction with the Accountant-general; and the form adopted was the simplest possible that could be used. In London they are confined to the journal, the ledger, and the cash-book; from the receiving house in the country we do not even have a journal, the letter of advice serves for a journal. I do not see how it is possible to reduce money transactions into a simpler form. It has been proposed to me by the second officer in the Money-order Office (who at one time was the chief, but over whom we established a gentleman of more experience in the establishment, because we conceived him not to be competent to conduct such a large establishment in the manner it ought to be conducted) to abolish the ledger, in order to simplify the transaction; which I always resisted, because I considered that a public office, at any distance of time, was bound to be able to explain all its transactions; and that without a ledger was impossible.

1304. Is there any restriction, in point of time, within which the holder of a money order must present it for payment?—I think not; I think we should pay it at any lapse of time, provided we were satisfied of the transaction.

1305. Do you consider it would be advantageous or convenient to the department if the party was bound to present the order for payment within a certain number of days from the time it was issued to him?—I think it would be, inasmuch as it would dispose of many accounts that must otherwise be kept open.

1306. Do you think it would be an advantage, that if they did not present it within a limited time, it should be necessary to apply for a second order, and pay a second fee or commission upon it?—I fear that that would not relieve us of the difficulty of investigation and correspondence; we should still have to leave the account open, and to investigate the transaction just as much as we do now; the only advantage to the public would be, the payment of the second fee for the trouble the party had occasioned by his neglect in not presenting the order.

1307. You think that would be considered rather a harsh measure?—I do, considering the classes who avail themselves of those money orders.

1308. Would that enable you to close your accounts with your deputy postmasters more quickly?—I think it would under the present system, but not under the new system we propose; we propose, directly we get more space, to introduce a daily account; we have a daily account now with a great number of towns, but I have stopped it for fear of confusion till we can get more space and there is no danger of the advices being mislaid and mixed together, which would produce

produce very great confusion. I have a list here of the towns which furnish daily accounts at present, but which we are not able to extend till the building is completed, and which will be the case in a month or two.

1309. When you have established a daily account with the deputy postmasters, will there be the same inconvenience arising from the delay of presentation of the money order for payment?—Certainly, there would be almost the same inconvenience, inasmuch as those accounts would remain open, and they would not come into our daily balance. The object of the daily account is to be able to balance our transactions daily, in order to check the applications for remittances of money, and the balances remaining in the postmasters' hands. Our object is, that the money shall lie as short a time as possible in a postmaster's hands, and that when he applies to us for money in order to pay money orders, as he alleges that he has occasion for the money, we should know that there are a certain number of orders which are likely to be presented upon him, and which he must have funds to meet. Those two points are essential for us to know, and consequently when the postmasters' accounts are daily, it will enable us to check those transactions daily instead of fortnight by fortnight, as we do now, for we have a fortnight check upon them, although the accounts are quarterly; and if we want to know how a postmaster's account stands, we are forced roughly to run up the account and come to his balance. When we have the daily accounts, we shall be able to tell, within a few pounds, how he stands, and therefore shall be much more secure than we are now.

1310. But if the order were not presented within a certain time, supposing a regulation should be made that that order should be considered null, and that a new order must be taken out by the party paying a second fee, would that enable you to close the account?—Certainly not.

1311. Do you see any advantage that would arise, as far as the Post-office is concerned, from obliging parties who delayed to present their order for payment to incur the penalty of taking out a second order, in order to obtain payment?—None whatever, except the second payment of commission.

1312. Would any convenience or advantage arise to the department, if the money order was not payable till after the letter of advice should have passed through the chief office in London?—We proposed originally to the Treasury that we should have three days' grace, like any other common bill, which would have enabled us to ascertain how the postmaster's account stood, or where the pressure might be, before we made remittances; my honourable friend, who was Chancellor of the Exchequer at that time, thought that that would be a great inconvenience to the poorer classes, who in many cases want their money immediately, and he decided against the proposition. The money order has been hitherto presented without any days of grace; we are bound to pay it instantly; but I fear that, practically speaking, in the smaller offices, the parties are frequently obliged to wait, as must evidently be the case.

1313. Do you consider that it would be any advantage to the department if an order issued by one deputy postmaster to another deputy postmaster in the country should not be payable till a letter of advice should have passed through the chief office?—I am not prepared to say that; I think the delay in some cases would be very great.

1314. Mr. *Trotter.*] And it might entail considerable trouble on the chief office?—Yes.

1315. Mr. *Cripps.*] Would it not be the same amount of delay which you recommended to Mr. Baring?—No; that was three days; you could not present a money order till three days after the money order had been drawn.

1316. What would be the greatest time which would elapse in the communication between one post-office and another; would it be five or six days?—More than that, calculating the Sundays.

1317. *Chairman.*] Do you consider that the inconvenience to parties using money orders from such an arrangement, that is, making the letter of advice pass through London, would be greater than any advantage from the classification in the department?—Certainly.

1318. If a regulation were made that no money order should be made payable till a letter of advice should have passed through the chief office in London, would that tend to simplify the accounts, or would it increase the correspondence, or would it have any effect?—How is it proposed to pass the letter of advice through London? is it proposed that that letter of advice shall be addressed to the

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head of the Money-order office, and by him forwarded without any letter or order to the postmaster in the country? or is it proposed that it shall come to the Secretary's office, in which office almost all the correspondence of the Money-order office is now conducted, and sent to the postmaster in the country, with a letter advising him of the fact? If the latter case, of course it would very much increase the correspondence.

1319. I presume that the object of sending the letter of advice through the head office in London was to advise the officers of the Money-order office in London of the fact that such a money order had been issued; therefore it would probably go through the Money-order office in London, and not through the Secretary's office. The effect upon the correspondence then would be, that, instead of the postmaster who issued the money order sending a letter of advice to the town to which the money order is directed, and a duplicate of that to the chief office, there would be but one letter which would be forwarded to the chief office, and that would be forwarded to the country office?—Then I am to understand that the only notice of the transaction to be made to the chief office would be the original letter of advice being sent up to the London office? Of course, that original letter of advice, when it came up to the London office, would have to be sent out; and as it was the only notice of the transaction, it would have to be entered in the ledger. It might, perhaps, not be entered in the ledger for a day or two, according to the pressure of the transactions. It would then be the duty of some clerk to seal up those letters of advice, to make them up again, and to despatch them into the country; consequently there would be the labour of the despatch clerk at the office; then the despatch clerk must be exceedingly accurate, inasmuch as, if the advice was not sent down, the money would not be paid. So far as I can see my way, the mode in which I should have it done would be to fix the stamp of the day on which the money-order advice was received, and the stamp of the day on which it was despatched, and then to send it to the country office. I am not prepared to say what door that would open to forgery to the clerks in the Money-order office.

1320. What is done with the duplicate letter of advice, which is now sent to the head office; is that copied into the ledger?—The duplicate is instantly entered in the ledger, either to the debit or credit of the postmaster. I have explained already, that with country postmasters, the advice supersedes the necessity of a journal, which I believe is used in most commercial transactions; it records the daily transaction as it arises, according to the date; the ledger is the debtor and creditor account between the parties.

1321. Do you consider that the adoption of those various suggestions which I have stated to you would tend to simplify the money-order system?—I do not see any simplification in it.

1322. Do you think it would tend to reduce the expense of the money-order system?—I do not think so.

1323. Do you think it would reduce the expense of the money-order system to the extent of 7,000*l.* a year?—Certainly not. I am not prepared to say, till I examine it thoroughly, that the labour would not be increased.

1324. Have you the forms which are now adopted?—These are the forms (*producing the same*).

1325. Have you any explanation to give with reference to those forms?—Only as to the system upon which they are framed. This is a copy of a sheet of the journal of the head office; this is a copy of a sheet of the ledger; this is a copy of the Receiver-general's banking book with the Bank of England; that is for London; and this is a form which the Treasury have lately sanctioned, which we recommended, in order to check the superintendent himself; it is not necessary for the system, but we thought we ought to have a check in London. The advice, as I have already stated, is the journal of the postmasters in the country. Here is the Quarterly Account, which is the last transaction, which will hereafter be a daily account. When we get daily accounts we shall do away with the duplicate advice; at least that is the proposition. So far as I see it myself (I have not gone thoroughly into it), it seems feasible, and my own impression is that I shall adopt it; but till I have gone into all the reasons, and thoroughly sifted the case, of course I am not prepared to recommend the Postmaster-general to do away with what I think is a very important check. If we can adopt it, as I think we can, I shall be very happy to effect that simplification.

1326. Have you considered the expediency of reducing the fee upon small sums of

of money under 1*l.*?—I have not; I have considered the establishment as being so enormous as a banking establishment, the largest in the world perhaps that ever existed, that I have been sometimes really quite alarmed at the extent of the transactions, and the magnitude of the concern, and I could not recommend any extension of it till we get more room, and our establishment in perfect order; for the Honourable Chairman will be aware that we have at present a great number of young hands who do not thoroughly understand the business, from the enormous augmentations we have been forced to make in the last three years.

1327. In consequence of the regulations, which have been lately introduced, obliging the postmaster to remit his balance when it exceeded 10*l.*, has any considerable reduction of the amount in the hands of the postmasters been effected?—I should say that it has. I know that they remit more closely than they used to do; our object has been to leave as little money as possible in their hands, and that is the principle upon which the Post-office has acted, and which I know Lord Lowther considers highly expedient in all public departments, that the functionaries in the money departments should have as little money as possible in their hands, thereby avoiding all temptation to dishonesty.

1328. Has it been necessary, in consequence of the extension of the money-order system, to allow the Postmasters to retain larger balances in their hands than they did some years ago?—Certainly not.

1329. Mr. *Trotter.*] If larger sums of money are paid by them, do not you allow them to retain a proportionately larger sum in their hands?—No, we have always advices to inform us when money will be called for, and besides, the Honourable Member will see that the penny post has reduced enormously the amount of revenue collected for postage.

1330. Has any increase of salary been given to those postmasters in consequence of the larger payments they now make?—Very little. I see that Mr. Hill in his evidence makes an imputation against the Post-office in two cases, Swinford and Ballyhedran. I have brought the Committee those two cases, which I am perfectly prepared to defend, upon the ground of the increased labour of the money orders, and in other respects: the fact is, we have increased salaries but very little.

1331. Mr. *Cripps.*] Have there been many cases of forgery detected in the money-order department?—To my surprise, there has been very little forgery.

1332. The obtaining money under a forged money order involves two forgeries; it involves the forgery of the instruction to the postmaster, and the forgery of the instruction to the party to apply?—Yes.

1333. Have there been any cases of personation?—There has been one.

1334. Is there not a great facility for issuing those forged money orders on the part of the postmasters and postmasters' clerks, who know the detail of the office?—Very great.

1335. Has the system ever been tried of attempting to get securities from the postmasters?—We take securities from every one; and so much risk have I felt from the money-order system, that in all applications for a reduction of the amount of security consequent upon the smaller amount of revenue collected by the penny post, I have uniformly resisted them, in order to give the public the same amount of security that they had before, looking to the great facilities held out for fraud by the Money-order office, in order that the public might be amply covered.

1336. What rule have the Post-office prescribed for themselves with regard to what places shall be made money-order offices?—All post towns, as a matter of course, inasmuch as they have accounts with the General Post-office, or with the capitals, are money-order offices, and also sub-offices which have been reduced to sub-offices from post towns; and it has always been Lord Lowther's intention to increase it still further, by taking in the larger sub-offices, where the amount of population has been great; but we have waited till we got the department into thorough order, and had more space at the head office, before we further increased the number of money-order offices, looking to the enormous augmentation of business which has already taken place.

1337. Then, at present, every post town has the advantage of a money-order office?—Yes.

1338. And you are proposing to increase them wherever you can?—Where we think that the sub-office is of that magnitude that it is entitled to have the privilege; for instance, those which have been very much pressed upon us, and which we have hitherto refused, for no reason except that they were sub-offices, are six or seven in the Potteries; I consider that they are amply entitled to it.

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Again, Hartlepool, though a sub-office, is entitled to it; and there is a place in the north; and there are some of the colliery towns; in fact, all the larger places.

1339. Do you propose to make money-order offices of those places to which you now propose to extend posts, where the letters are 100 in number?—Certainly not. I should look to it with the greatest apprehension.

1340. Do you consider the class of persons whom you would get for the small salaries you could pay for the country offices could be safely trusted with the sums of money they would pay in money orders?—Certainly not. I have been forced to represent, in some cases, that the parties appointed could not read and write; those are not a class of men who ought to conduct a money office. Generally speaking, the keepers of receiving houses are labourers and very small shopkeepers, to whom a salary of 3*l.* or 4*l.* a year is a great object, but they are not familiar with accounts, and even with our regulations; we know that nine-tenths of our regulations are never read by them.

1341. You do not think it would be expedient to increase the salaries of the postmasters in those small districts to such an extent as to enable you to get persons that you could safely trust with money transactions?—Certainly not; I look upon it that no post-office in such situations could be expected to pay, except by having a class of persons to attend to them, to whom you give a small salary; if the salary were of an amount to remunerate parties for conducting money orders, no post-office in those districts could be worked at any profit to the Government.

1342. Would the salaries that you can afford to give at all secure what you may call a post-office; that is, a room which shall be open only to the persons who have the care of the post-office?—We always insist upon the post-office business being done in a separate room.

1343. Do you think that that is really done?—I am afraid not; we are forced to shut our eyes to a great number of things that are not done according to our regulations.

1344. Mr. *Bramston.*] In point of fact, is it not frequently very difficult to find a person to take the office at all?—It is.

1345. Mr. *F. Baring.*] Have you ever had under your consideration, as Secretary of the Post-office, any suggestions or any report of Mr. Hill, of the date of the 23d of April 1842, upon the subject of the new arrangement of the Money-order office?—I do not recollect them; I have seen some general suggestions that they should be extended to every office in the country, and to the colonies, but I do not recollect any detailed suggestions of how he proposed to work it.

1346. If you had made any memorandum upon it, you would be able to turn to the memorandum?—I should have made no memorandum unless Lord Lowther had called upon me to give an opinion upon it; if I gave any written opinion upon it, that would be in existence now; but I am certain I gave no written opinion.

1347. There was no report demanded by the Treasury?—No.

1348. Mr. *Wallace.*] With regard to the security taken by the Post-office of the postmasters, does it relate only to the revenue passing through their hands?—There are different sorts of bonds; with the exception of those officers who have to account for money, the bond is generally a bond for good conduct, and does not render them liable to pecuniary responsibility; but in all those offices which are offices of accounts, such as the Receiver-general's and Inland office clerks, the letter-carriers, the Money-order office, and so on, they are liable to the extent of their losses from fraud upon the revenue.

1349. Do you take any other security besides the party's own bond?—Yes; two sureties in the same sum with the party himself.

1350. In the event of persons abstracting any sum of money from letters, after it has been proved on his being prosecuted by the Post-office, would the sureties be bound to make good to the private parties the amount that had been taken from the letter; would the bond cover the amount taken from the letter?—I can hardly state that; if a case was stated it would be easily answered by our solicitor.

1351. Mr. *F. Baring.*] You stated that there was great objection to leaving money in the hands of your postmasters to meet the demands of money orders; and you stated that there might be difficulty arising from outstanding demands of money orders?—Yes.

1352. You have been asked a question, whether it might not be advantageous with that view to make void the money order after a certain time, to which you stated your objection; but would there be any objection to making the money order

order payable at sight, for a certain time, a week or a fortnight, after it became due, but that after that it should only be payable in three days, or a certain time, which would give an opportunity to the postmaster to write and obtain the money?—I do not think there would be any difficulty at all in that; the only question would be how many of those orders would be in existence. In all probability the benefit of adopting such a proceeding in the case of that class of orders would not be found to be very great.

1353. If there is such a difficulty as you state in outstanding money orders, which renders it necessary for you to leave money in the hands of the postmasters, would not such an arrangement as that put an end to that difficulty?—Yes; but the difficulty with the postmasters is with regard to orders which may be presented immediately for payment, the postmaster not having any funds in his hands to answer them; consequently, the department is in the situation, as a public department, of dishonouring a bill presented to it.

1354. Suppose a money order, of old standing, for 40*l.*, due at a particular post-office, you are of course, under your present system, obliged to keep 40*l.* in the hands of the postmaster to meet the order?—No, we do not; there is always a balance of postage money in his hands.

1355. Then the difficulty does not arise?—No; they do not in fact keep the money.

1356. Then you have not got the risk?—No, we do not furnish them with the money; but all I know is, that in nine cases out of ten the money is found, and it is paid.

1357. You have stated that there would be great difficulty with the small offices, from the character of the parties, if you allowed them to be money-order offices?—Yes.

1358. Do not you think that it is the increase of the money-order arrangement that you must look to as a means of putting down that demoralization which you state exists in the Post-office?—It certainly is; but still I do not think the public revenue would be safe.

1359. Comparing the two difficulties, are you still of opinion that you ought to check the increase of your money orders in the small post-offices?—I do think that you should, as to receivers. I do not think that the amount of evil would justify its extending to receivers.

1360. Do you contemplate the danger of forgeries in those small money offices?—Not so much forgeries as the irregularity of accounts; and with such an immense machinery as that of the Money-order office, I should fear that if you once got it into confusion, all sorts of fraud, peculation, and disorders of every kind would take place, without your being able to check it.

1361. You have a complete ultimate check upon the money-order system, have you not?—No; supposing the postmaster chooses to send us no account for six months, and to draw bills to a large extent, which bills are answered by other postmasters, he may get into arrear with the department for 3,000*l.* or 4,000*l.*; and that is not an imaginary case; it did occur.

1362. But you have advices of all those drafts?—We have.

1363. If a small post-office sent you no accounts for six months, and was drawing large bills upon your Post-office, could that go on for six months without being checked?—Certainly not; for when it had gone on for a short time, in all probability a surveyor's clerk would be despatched to take charge of the office; but still during that time great mischief would be done; and, in fact, that has been so. The postmaster of Jersey was dismissed for that cause. The greatest loss the Post-office has suffered in the money-order account has been at Jersey; we lost 1,200*l.*; 2,200*l.* was the total amount, but we recovered 1,000*l.* from the sureties. Then at Cork, again, the postmaster was dismissed for drawing bills without having had money paid in at the window to correspond with it; he had got into arrear; he wished to get funds to enable him to go on; he drew money orders, by connivance with a connexion of his clerk living in Cork, upon other friends in London; he got those bills cashed in London, and the proceeds remitted back to Cork: he went on with this, paying seven or eight per cent. for the money, till at last it was stopped in the Money-order office here; we observed the similarity of the name of the clerk in Cork with that of the person upon whom the orders were drawn, and that led to the investigation and the dismissal of the postmaster at Cork. In Scotland a surveyor's clerk has been guilty of an offence of the same nature.

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1364. Mr. *Wallace.*] In what part of Scotland?—In the north of Scotland.

1365. Does not the statement which you have made go very strongly to show that some means should be adopted by which the Postmaster-general should know exactly the amount which remains in the hand of the postmasters?—So we shall by the daily accounts with the postmasters.

1366. Will the daily accounts show what money orders have been paid?—Certainly.

1367. How are the postmasters to meet demands upon them from the Money-order office, supposing they are limited to the possession of 10*l.*, and that two orders are presented to them for 10*l.*, being 10*l.* each; is it the understanding of the Post-office that they are then to apply to a banker?—They are to apply to the Post-office for a remittance.

1368. Would the party go without the money till it came?—I am afraid he would; but, practically, I think the evil has not been much felt; the postmasters have generally found the money.

1369. Has it or has it not really been in the power of the Postmaster-general to enforce his orders as to keeping small balances with the post-offices in the country?—I think we have accomplished it; the balances are very small in the hands of the postmasters.

1370. Are the postage balances at this time in the hands of the postmasters, in your belief, less than they were in 1840?—By "balances" I understand the public money remaining in the hands of the postmaster, really belonging to the public, and which money, in the course of time, but at certain dates, is remitted to the General Post-office. I should think the amount is not less. There are three accounts now; one for stamps, which we consider money. We consider that when we have furnished the postmaster with a certain amount of stamps, we have sent him so much money, and we order him to remit us the money. Then there is his postage balance, and the money-order balance; the money-order balance is considerably less, by the enforcement of the order to which I have referred; the postage balance remains much as it did in 1840. But there is a month's supply of stamps, which is about the average supply, which would be an excess of what they had in 1840; therefore the balances would appear to be greater than they were in 1840, before the stamps were issued.

1371. You have stated that the money orders, in passing through the offices, have six entries in one case, and seven in another; is that really the whole number?—I cannot recollect more, and I do not think there are more.

1372. It has been stated that at present there are ten entries upon each money order?—All I can say is, that I cannot see how that can be; I saw it in the evidence, and I went over it with the gentleman at the head of the Money-order office, and I could not make out more entries than I have mentioned.

1373. But of your own knowledge, you are not prepared to say whether it is so or not?—I cannot see how there can be any more, and I myself arranged the system of the Money-order office with the Accountant-general.

1374. Has there been any simplification of it since 1842?—No, because it was then arranged on such a system, that we thought it could not be well simplified, with the exception of the daily account; the daily account was thought of originally, but it always seemed to me very difficult indeed to make the postmasters correspond with us daily. In my returns I know I have had the greatest possible difficulty in making them observe any exactness, and I was afraid that if we depended entirely upon the daily accounts to replace the quarterly accounts, we should be placed in a difficulty; I, however, yielded, as the head of the Money-order office thought we could enforce it; it has been tried gradually, first with a small number, and next a greater number, and he found so little difficulty in getting them into order, that we have determined to extend it to all the kingdom.

1375. Then the Postmaster-general has the power to order and compel daily correspondence from all the postmasters?—Certainly. The account of the Post-office revenue has been always a quarterly account; the Money-order office in the same way was taken quarterly originally. I thought we could not get a correct account, and so thought the Accountant-general as well as myself, for a shorter period; we find we can, and therefore we take the shorter period in preference to the longer, and with the greater number of offices it is now in operation.

1376. Mr. *F. Baring.*] Would it be possible in the smaller offices, where you have not set up regular money offices, to have an order, which order was not payable

able till such time as there would be sufficient opportunity to remit the money for that special payment to the postmaster?—With the rural posts I should object to all accounts whatever; I fear that you cannot get them into any sort of order or discipline. Lieutenant-Colonel *Maberly*. 26 July 1843.

1377. Would that render any account necessary?—Certainly; there must be an account rendered.

1378. Mr. *Wallace.*] Has not a general order been given out that no postmaster shall have in hand more than 10*l.* at a time?—I think there was such an order, but I do not think they acted upon it; the principle has been always to keep the balance in their hands as short as possible.

1379. Was the rule enforced in the case of the postmaster at Jersey?—Yes, it was enforced; he paid us, but he paid us in bad bills.

1380. You have mentioned that you recovered 1,000*l.* out of 2,200*l.*?—Yes.

1381. Then the Committee is to understand that the bond being for 1,000*l.*, and the postmaster having got that advance for 2,200*l.*, the public lost 1,200*l.* by the transaction?—Yes, as far as I recollect.

1382. Can you remember what the largest advance in the course of the year was; how much had he in hand at any one time?—I think the nominal balance at the time was small; he paid us nominally in bills, which bills we had every reason to believe were good when we received them.

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*Veneris*, 28° *die Julii*, 1843.

MEMBERS PRESENT.

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| Mr. F. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Gibson. |
| Sir George Clerk. | Mr. Hawes. |
| Mr. Cripps. | Mr. W. Patten. |
| Mr. E. Denison. | Mr. E. Tennent. |
| Viscount Ebrington. | Mr. Trotter. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

Lieutenant-Colonel *Maberly*, called in; and further Examined.

1383. Mr. *Hawes.*] AT the last meeting of the Committee, your examination upon the Return, No. 201, was interrupted by your desiring to have Mr. Court, the Accountant-general, to assist you?—I was not able, in consequence of the discrepancies between the Finance Account and this Return, to explain to the Honourable Member how those discrepancies arose, and I requested to have the assistance of Mr. Court, through whose department these accounts had passed. Mr. Court was written to that evening, and requested, as he had been unwell with the gout for some days, if he could possibly manage it, to come up to me yesterday: he did so, but I am sorry to say the exertion of coming up has caused a relapse, and he is now confined to his house, and totally unable to attend here to-day. Lieutenant-Colonel *Maberly*. 28 July 1843.

1384. Are you now prepared to continue the examination upon that Return?—I have informed myself to the best of my power, and I trust I shall be able to explain to the Committee the various points referred to by the Honourable Member. Perhaps the best and simplest way will be for the Committee to hear the explanation of the detail. I will take Return 201, item by item, if the Committee will allow me. The "Number of Letters" is the first item. The number of letters is calculated on Returns made by the postmasters to the General Post-office, and by the Inland and Twopenny Post-offices, for the week ending the 25th of December 1842, which Return is framed on the usual principles of each postmaster returning the number of his letters delivered, and that is multiplied by 52. Perhaps the Committee will allow me to explain before I go further, that I was in error in the evidence that I gave on the previous day. I represented the gross amount of

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revenue as paid into the Exchequer; it is not so; it is the charge or the produce of the number of letters up to the end of the year, and not to October as I previously said it was. As it is the charge upon the postmasters, all money that they owe us for letters posted and charged against them being included in that Return, of course it follows that, from the number of letters posted up to the end of December, the gross revenue of the department would be collected; that therefore makes in favour of the Honourable Member. I was wrong in that, and I wish to set myself right with the Committee: the Committee therefore understand that the number of letters is calculated on the Return for the week in December, multiplied by 52. The next item is, "Gross Amount of Revenue, including Receipts, from the Money-order Office, and Payments for Official Postage, 1,027,074 *l.*" This gross amount of revenue is obtained by deducting the foreign and colonial, and internal colonial, from the gross revenue. We shall see presently too how the foreign and internal colonial are obtained.

1385. The gross revenue in all cases is deducted from the gross revenue in those cases?—The gross revenue of those parts of the revenue is deducted from the total gross. The third head is, "Expense of Management, including that of the Money-order Office, Packets to Ireland, Channel Islands, and Isle of Man, 895,768 *l.*" This is obtained from the colonial and foreign expenditure, which amounts to 100,410 *l.* The ship-letter gratuities, 13,184 *l.* Then there is this item, which was put in by Lord Lowther's desire, namely, "The proportionate Charge of the Territorial Expense attaching to Foreign Letters." The Committee will see that a foreign letter bears a foreign rate, but it is subject also to a certain amount of expense for inland expenditure from the operations that have been performed in this country itself; and according to Lord Lowther's view of the question, the foreign letter ought to have attached to the expense with which it is burdened abroad that expense which it causes to the Inland department at home; the proportion of that is, by these Returns, 27,000 *l.*; it is obtained in the following way: as the whole number of letters is to the whole inland expenditure, so are the foreign and colonial letters to the fourth sum, which is 27,000 *l.*; the sum paid by this Government to Sweden for the use of her packets is 2,437 *l.*, the total deduction, therefore, is 143,299 *l.*, leaving the inland expenditure at 823,460 *l.* To this 823,460 *l.* is to be added the expense of packets on home stations; these sums together make a total of 895,768 *l.*, and produce the expense of management for inland letters, which is given in the third head of the Return. The next item is, "Dead and Returned Letters, 17,293 *l.*" Those are the actual amounts, as stated in the Accountant-general's book. The next item is, "Total Expense and Dead Letters." As the Committee will see, that is merely the addition of the two former headings, making the total 913,061 *l.* The "Net Revenue" is the remainder, after deducting 913,061 *l.* from 1,027,074 *l.*, which are plainly sums that are charged on the Post-office revenue, and which makes the net receipt as stated in the Return. I now come to the second line, "Number of Letters." The foreign and colonial number of letters is taken from an actual Return that was kept for the purpose for the two months ending in November and December, multiplied by six.

1386. *Chairman.*] And those Returns were kept in pursuance of Lord Lowther's directions, as stated in his letter of the 2d of November last?—They were; with respect to the internal colonial postage, that is the produce of all (with the exception of Jamaica; Jamaica is not included); returns of the number of letters were kept for three weeks in Nova Scotia, New Brunswick, and Canada, by my directions, in the middle of last summer, in order to ascertain what the number of letters posted in those colonies was. In framing this Return, we availed ourselves of that information which we had in the office, and we multiplied the number for the week by 52 to obtain the result.

1387. Mr. *Escott.*] Which three weeks were taken to strike the average upon?—A week in August, a week in September, and a week in October. It was to give one an idea of the number of letters in the colonies. The Honourable Member is aware that great reforms are going on there.

1388. Are you aware of any circumstance which renders those months less fair than others?—I should say that they would make against us, if anything; they would be the months of business; that would be my impression, at least, from the timber trade going on at that time, and from other causes.

1389. What do you mean by making against you?—Mr. Hill wants to swell the number

number of letters and to diminish the revenue; and this makes in favour of that argument, in proportion as you increase that number of letters.

1390. Mr. *Denison.*] What you meant was, that the average of those three weeks would be above the average of the year?—Yes.

1391. Mr. *Cripps.*] What do you think of the number for the week in December; would that be higher than other weeks?—I know that it is, inasmuch as we have a Return, of all the other weeks in the 12 months, and the Return of December is the highest but two of the year. With respect to the next item, the gross foreign and colonial is obtained by multiplying by six the actual produce of the postage for the two months, kept in November and December, and returned from Liverpool, Dovor, Falmouth, and London, which makes the sum of 431,000*l.* To this is added the official postage, which is the actual produce of London for two months, calculated in the same way, multiplied by six, and which makes the sum of 506,774*l.* If you add to this the internal colonial postage, 76,631 *l.*, which was the actual colonial postage appearing in the Accountant-general's books, that gives the total sum that is stated in the Return, 583,406*l.* The next item is, "Expense of Management, including Packets, and payment for Indian Communication." The expense of management is stated in the Return from the Admiralty at 488,105*l.* To this is to be added what was not paid by the Admiralty, but paid by the Post-office, the contribution to Sweden for her packets, 2,400*l.*, making a total amount of 490,000*l.* Add to this the 140,000*l.* which the Committee will recollect was before that deducted from the gross expenditure, as properly belonging to foreign expenditure, namely, 100,410*l.*; 13,184*l.* ship-letter gratuities; and 27,000*l.*, the proportion of inland charge attaching to foreign letters, making 140,000*l.*; adding to that the 50,000*l.* borne on the Parliamentary Grant paid to the East India Company every year, the total sum is 681,404*l.* With respect to the next item, "Dead and Returned Letters," are 15,041*l.* by the accounts. The total expense and dead letters being 696,445*l.* is, as the Committee will see, the addition of the 681,404*l.* and the 15,041 *l.*, leaving a deficiency of 113,039*l.* I have been anxious to go through this Return, inasmuch as a suspicion has been cast upon it by the terms used, though perhaps not intended by the Honourable Member, that it was a fallacious Return, which certainly, in my mind, implies that it is not prepared from documents by the Post-office, but got up to serve a particular purpose. That is not the case. It is prepared from documents which the Post-office considered fair and good documents, and the best documents that they could furnish under the circumstances. It may be inaccurate, as I have told the Committee; it is, in all probability, as regards the number of letters; but the charge must be correct. The accounts for two months are more likely to be correct than the accounts for weeks. As I have previously told the Committee, I think that the Return of numbers is not to be depended upon for accuracy, as, I believe, the Committee will find from most of the practical officers in the department.

1392. Mr. *Hawes.*] Then are we to understand, as the result of this explanation, that the Estimate, No. 201, which is called a Return, is as nearly correct as the Post-office can make it from the accounts and documents in their possession?—I think it is, with the exception of the number of letters; and the number of letters would be more accurate, of course, if calculated on the average for the year instead of for one week in the month of December. The higher numbers make against the Post-office, rather than for it.

1393. Then the result of the inland penny postage, as it appears upon the face of this account, charged, as it is, with the expenses as they appear upon the face of this account, is a surplus net revenue of only 103,268*l.*?—Yes.

1394. You still distinctly abide by those figures, 103,268*l.*, as being the net receipt of revenue for inland letters and money orders?—As far as we can make it out on the data I have given, which, I maintain, were the best data which the Post-office could furnish at the time, and can furnish now.

1395. Viscount *Ebrington.*] You stated that throughout these data have been taken in a manner most unfavourable to the Post-office?—The number of letters is unfavourable, inasmuch as it is calculated on a Return that was kept for the week ending the 25th of December; and the Honourable Member will see, by turning to Lord Monteagle's Return, that that week is the highest week in the year but two; whereas evidently the charge on the year, being produced by all the letters posted in the year, you would arrive at a much better estimate of the num-

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ber of letters, by taking the average of the 12 months instead of calculating the letters upon one week, the last week in the year.

1396. Mr. *Hawes.*] To resume the examination at the point at which we broke off on the former day, I will again ask you whether the 15,041 *l.*, under the head of "Dead and Returned Letters," in the second line of the account, being the dead and returned letters upon the foreign and colonial letters, and internal colonial letters, accrues or not solely upon the amount of postage collected abroad, according to the Finance Accounts?—It does.

1397. Then it follows, that upon about 480,000 *l.*, being the difference between the gross sum stated here upon foreign and colonial postage and the sum collected abroad, there is no loss under the head of dead and mis-sent letters?—Yes, there is; but that loss would be mixed up with many of the inland letter-carriers' accounts: but as it stands in the Accountant-general's books "Inland and Foreign," that division has been taken in this account. It is perfectly impossible to dissect it.

1398. Therefore the 17,293 *l.*, in point of fact, contains whatever may be the amount of dead and mis-sent letters upon the amount of foreign and colonial postage collected in England?—Yes.

1399. Is it correct, therefore, to charge the whole of that amount of 17,293 *l.*, as appears upon the account, upon the inland letters alone?—It may not be strictly correct; but that is the division of the account; and, as I told the Honourable Member, the division of the accounts in the Accountant-general's book has been here followed.

1400. Does not 17,293 *l.* dead and returned letters represent the loss under that head, rather upon the 1,027,074 *l.* plus the amount of the foreign and colonial postage collected in England, than upon 1,000,000 *l.*, as stated in the account?—It certainly does.

1401. To that extent, then, the account is incorrect?—Certainly. I mean, that out of the 17,293 *l.*, there are some dead letters which ought to be apportioned to foreign and colonial expenditure, but which are apportioned, in the Return, to the inland *pro tanto*; to that amount, of course, the Honourable Member is entitled to that deduction, but the Post-office have followed the account entered in the Accountant-general's books.

1402. Mr. *Escott.*] You have put that construction upon the word "Inland" which has been always put upon it in the Post-office?—Certainly.

1403. Mr. *Hawes.*] Do I understand you to say that the inland postage has never included the amount of postage received upon foreign and colonial letters in England?—I have stated that it did, so far as regarded the dead letters.

1404. The inland revenue has been made up, not only upon the postage received in England, which may be strictly called inland letters, but upon the foreign and colonial postage received in England?—Yes; the two are so mixed up and amalgamated, that it is impossible to distinguish them; and it was with a view to make the distinction that the number of letters was called for in November and December. For instance, a letter from the East Indies comes here, and is delivered at the window in the same way as an inland letter; a letter from India comes to the Inland office and is delivered with the other letters; and as we do not keep an account of those letters, it forms part of the charge of the inland officer; therefore it is impossible to detect that, except by keeping returns in order to arrive at a sort of test of what the amount of foreign postage was, according to the view which I have explained to the Committee was taken by Lord Lowther upon that subject. In the same way letters outward are all paid at the window and taken by the receiver in common with inland letters, and they fall into the same account.

1405. Mr. *F. Baring.*] Suppose a foreign letter came from France which was unpaid, and which appeared as a dead and returned letter, and therefore was a deduction from the revenue, that deduction would not be taken from the foreign and colonial postage, but from the inland postage?—Certainly.

1406. Mr. *Hawes.*] Then if a letter comes from France and that letter is refused, where do you place the deduction?—In that case we should return the letter to France, and France would make allowance for the letter.

1407. To what account would it be carried?—We should not lose the postage at all.

1408. You would lose the English portion of the postage?—Yes; if we raised the

the charge for the English portion, the letter-carrier would receive credit, and France would repay us the postage which we hold ourselves liable to her for.

1409. Where would that find its way into this account?—I should say it would not come into this account at all.

1410. Mr. *Cripps.*] To the extent of the English postage, it would find its way into that account?—That is a dead-letter question; it may or it may not; if there is any charge raised against the letter-carrier, which of course there would be, the letter-carrier would receive credit for that charge; but as to whether that appears in the account, so far as the English portion of the charge is concerned, I am not able to say. So far as the foreign portion of the charge is concerned, the English Post-office would receive credit in the account between the two countries to the extent of the letters sent back to France.

1411. Mr. *Hawes.*] Would not that letter so mis-sent (suppose it to represent the sum of 5*d.*) be charged in the second column, in the second line, under the "Gross Amount of Revenue" upon foreign postage?—Certainly it would.

1412. Would not the deduction be placed under the head of "Dead and Returned Letters," in the first line?—Certainly it would, if any deduction takes place.

1413. And it must be so as regards the French portion of the postage also?—Of course it must.

1414. Therefore it does follow that you have made a deduction here of 17,293*l.* upon 1,000,000*l.* gross revenue, which ought to have been made upon that 1,000,000*l.*, plus the amount of foreign postage collected in England?—If I could have dissected that portion of it, I should have placed it under the proper head; but that portion could not be dissected *pro tanto*; the 17,293*l.* ought to be diminished and carried to the other account.

1415. Mr. *F. Baring.*] *Pro tanto*, the gross amount of the foreign and colonial postage ought to be diminished?—Certainly.

1416. Mr. *Trotter.*] Has there been any alteration made in the mode of keeping the Post-office accounts in the last five or six years?—No.

1417. Viscount *Ebrington.*] This Account is drawn up in quite a different manner from any previous Return, is it not?—We have never had the same form before. I have explained before to the Committee how it was framed, and for what reason this form was adopted; it was the order of the Chancellor of the Exchequer to adopt this form.

1418. Mr. *Hawes.*] Was not the substance of the Return, No. 201, sent from the Post-office to the Chancellor of the Exchequer?—The substance was.

1419. When it reached the Chancellor of the Exchequer, he requested the substance of that Return to be put into the form in which it now appears?—Yes.

1420. Mr. *F. Baring.*] When it was sent to the Chancellor of the Exchequer, it was sent in such a shape, that the Chancellor of the Exchequer and the Treasury must have known that it was an estimate, and not a positive Return?—Certainly, because notes were appended to it, item by item, which showed that it was an estimate.

1421. Mr. *Hawes.*] Does not the larger proportion of the deduction for dead and returned letters arise upon the foreign postage?—I really cannot say; I should rather think not, from what the Accountant-general was telling me yesterday; but it is perfectly vague, and I really cannot pledge myself to any opinion upon the subject.

1422. Not whether a greater or a less proportion falls upon the foreign postage than upon the inland postage?—I cannot say.

1423. With regard to the third column upon the first line in reference to the charge of packets, was the packet establishment ever charged, by way of deduction, to the revenue of the Post-office previously to the penny postage?—Certainly not, except when the Post-office had the management of the packets; then it appeared in the expense of management.

1424. But, with a view to any comparison between the results of the penny postage and the revenue of the old postage, is it or is it not correct to charge the packet establishment upon this account?—I do not know what the Honourable Member means by correct. If he means to ask whether the Post-office would have put in the expense of the packets in the Post-office Returns, unless they had been directed to do so, I should say certainly not; but if the Chancellor of the Exchequer wishes a Return to be prepared in a particular manner, or a Member

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of the House of Commons wishes a Return to be prepared in a particular manner, to suit some views of their own, we are not the judges of that; and we prepare the Return in the manner in which it is ordered, and not in the form which suggests itself to us.

1425. Was the charge for the packets contained in the account which you sent in to the Chancellor of the Exchequer, from which this average Return was prepared?—Certainly; it was the object of Lord Lowther to establish what the real expense of the Post-office was. It was very natural on the part of the Postmaster-general that he should look to all the charges, the packets included.

1426. Then, as regards any comparison between the present revenue and the old revenue, the packet establishment ought to be left out?—Certainly, in fair comparison. If you compare the results of the former Post-office revenue with the results of the penny-post since the packets have been transferred to the Admiralty, you ought to deduct the expense of the packets from the one and the other. As an imperial expenditure, of course, the Post-office only produces so much after the deduction of the expense of the packets as the Post-office revenue really amounts to; I should say the penny-post produced from five to six hundred thousand net revenue.

1427. Therefore the expense of the packets ought, in both cases, to be deducted?—Comparing one Post-office revenue with another Post-office revenue Return, *quoad* Post-office alone, I should say, certainly.

1428. The deficiency, then, as exhibited in this account of 10,000 *l.* per annum, ought not to be visited upon the penny-post system?—Certainly not.

1429. You said that the packet establishment involved what you described to be an imperial question, and that therefore the charge ought not to be against the Post-office?—As regards the Post-office revenue, I should not think, looking at the manner in which the Post-office accounts have been kept since the transfer of the packets to the Admiralty, that it was fair to include it, looking at the expenditure as regards the whole country. I think it is very fair to include the expense of the packets in the Return, so as to show how far the country is paying for its Post-office or not.

1430. Mr. *Escott.*] You could not show it without that?—No, you could not.

1431. Mr. *Hawes.*] Am I to infer, then, that the packet establishment is to be considered purely as an establishment for the conveyance of letters, apart from all political considerations?—I am not aware of any political considerations; that the general government would be best able to state: as far as I know the use of the packet establishment, it is for the conveyance of letters; there may be other objects.

1432. But with reference to the extension of the Post-office arrangements, you always consider merely the revenue to be received, and the expense to be incurred?—Certainly.

1433. And should the expense exceed the revenue as a Post-office establishment, you would recommend such an extension not to be carried into effect?—Certainly; that is a rule which we have generally adopted if the expense of the measure has exceeded the revenue to be derived from it; we consider it not in the light of a Post-office measure, but in the light of a political measure for the consideration of the general government.

1434. The West India contract costs 240,000*l.* a year; what is the gross maximum amount of the postage on letters conveyed to the West Indies?—I think it is about 50,000*l.* or 60,000*l.*

1435. Then clearly that arrangement, regarded simply as a Post-office arrangement, is a very unprofitable one?—Certainly.

1436. But it is deemed, for the interest of the country generally, one worthy of being maintained?—Of course; it was done without any consultation with the Post-office.

1437. And accordingly it is not fair to charge that 240,000*l.* to the Post-office, *quoad* the Post-office, for the conveyance of letters?—Certainly not; the Post-office would not have recommended such an expenditure.

1438. Mr. *Trotter.*] But you do not know that it could not be done for less, as the Post-office have no control over it whatever?—None whatever.

1439. Viscount *Ebrington.*] On the same principle, should you conceive that the establishment of the packet station at Milford Haven was a desirable establishment, considered merely in the light of a packet station, for the conveyance

of

of letters to produce a revenue?—No; we have recommended the discontinuance of the Milford packet on that very ground.

1440. Then do you consider that the amount of the expense of the Milford packet, upon your own principle, is fairly chargeable to the Post-office revenue?—There it is, and we are ordered to prepare the Return in a particular form, and we must include that as one of the items.

1441. But you gave an opinion a short time ago, as to the fairness of including certain expenses in the Return?—I said that as a Post-office Return I should not have included it; I should not have thought it fair; but that the right way would be to state the amount of net revenue derived from the penny postage, as compared with the revenue derived from the old system, and the difference, of course, would be the loss. If I had been called upon to state the loss I should have treated it in that way.

1442. Mr. *Baring.*] If you were to take the packet service with reference merely to the Post-office, to make arrangements merely for the purpose of carrying letters without any consideration whatever of other imperial questions, do not you believe that the amount of the expense under the packet system might be very materially diminished?—Certainly. If the Honourable Member asks me as to the West India arrangement, I am not very favourable to it.

1443. I take the whole of the postage. Supposing arrangements were made merely for the conveyance of letters without reference at all to public despatch, and to communications of a confidential nature which have to pass through foreign countries, and where of necessity Government must have some mode of communication for its mails, do not you believe that the service, as regards the conveyance of letters, might be done at a much smaller expense?—Certainly it might.

1444. And in the same way, if you were merely to look at what the conveyance of the West India letters would cost you, that would be a much smaller amount, and it is not therefore quite fair to take into consideration the packet service without making a deduction for those expenses which are due to the Government?—It certainly is not; and I have stated that the only fair way would be to deduct the packet expenditure from the revenue under both systems, both before the penny post and after the penny post.

1445. We will take the Indian mail. If you come to compare the expense of the conveyance of the Indian letters now with what it was in former times, ought you not to take into consideration the expense which the East India Company was at in sending on great occasions important despatches?—Certainly.

1446. Because those are saved by the present arrangement?—Yes.

1447. If also as regards your West India arrangements, you wish to compare the present expenses with the former expenses, you ought to take into consideration the expresses which were formerly sent under any extraordinary circumstances for the Government purposes, which are not sent now?—Certainly.

1448. Consequently an account professing to give the expenses of the packets as the expenses of a particular class of letters, is not a fair account, those not really being the expenses of carrying those letters?—I should say not.

1449. Mr. *Cripps.*] Have you any means of saying what would be the fair proportion to put to the Post-office, and what to any other department?—It would be perfectly impossible. I should say that the West India arrangement was a very expensive one, and with a very small object as regards Post-office purposes; but I believe when my honourable friend, the late Chancellor of the Exchequer, made the arrangement, he had in contemplation the creation of a fleet of steamers, which might be available for the naval service of the country in case of war, and that that fleet would be kept up at a much less cost to the country than under the Admiralty.

1450. Mr. *F. Baring.*] The Post-office were not consulted upon the point whether that was a fair Return or not?—Not at all; the Post-office were ordered to put the account in a certain form, and they obeyed that order. Lord Lowther entertained the opinion that the packet service of the Post-office scarcely paid, and he wished to see whether that impression was correct or not; and he therefore had this account returned. Surely the Postmaster-general has a full right to ascertain whether his impressions are correct or not; with what object or view he directs a Return to be made, of course rests with him, or what use he may make of it afterwards.

1451. Mr. *Hawes.*] In a former Committee you stated that the expense of conveying the newspapers would more than counterbalance the amount derived from them;

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them; are you still of that opinion?—The expense attaching to newspapers must be large; railroads of course have a good deal altered the question, inasmuch as weight in most of our arbitrations is not so much taken into account; if we had had to do the business now which we actually do do, with the old mail-coaches, we should in many cases have been forced to double and almost treble those coaches, owing to the impossibility otherwise of carrying the weight; therefore the evidence related more to the old system than to the present system; there were few railroads in use at that time comparatively.

1452. Do you not pay by weight on the main lines now?—I think only on the Birmingham line.

1453. Not on the Great Western or the Grand Junction lines?—No, I think not. Mr. W. Patten, the Honourable Member for Lancashire, has been our arbitrator (and if he will permit me to say, a most excellent arbitrator) in many cases, and I do not think he has given us a single award upon weight.

1454. Viscount *Ebrington.*] But that great alteration in the expense relates solely to the conveyance of newspapers; it has nothing to do with the sorting and delivery of them to individuals, it has merely to do with the conveyance along lines of railroad?—I should think from the terms I used originally, I meant the whole expense.

1455. But with respect to the expense of management, all that includes the expense of sorting the newspapers and delivering them?—It does.

1456. Mr. *Hawes.*] At present the Post-office carries newspapers gratis?—Yes, with the exception of foreign papers and those by private ships.

1457. It incurs a very heavy expense on that account?—Yes, but that expense was incurred previously under the old system.

1458. But it has greatly increased of late, has it not?—A little, but my own impression is, that it has not increased very much within the last year or two.

1459. Does not the weight of newspapers far exceed that of all the letters put together?—I should say it does.

1460. Mr. *Escott.*] Do you know what you would get at a penny rate upon newspapers?—No, I do not.

1461. Mr. *Hawes.*] Have you since your last examination turned your attention to the account in Mr. Hill's evidence in page 46?—I have.

1462. Will you point out any inaccuracies in that account?—I do not see many inaccuracies. I should say the number of letters is insufficient; first of all, the United Kingdom is calculated on the principles that I before explained; namely, on a high week in 1842, multiplied by 52; that, consequently, is excessive. Then as to the number of Government letters, the number of letters is 4,500,000; that Return has been delivered in. In addition to that, there are letters for Ireland and Scotland; and in addition to that, there are the cross money-order advices, which pay no postage at all, but which of course are counted in the number of letters. Those money-order advices pay no postage in consequence of the directions of my honourable friend the late Chancellor of the Exchequer. The point was put to him, there would have been a good deal of difficulty in returning the postage to the deputies, and to their claiming it in the dead-letter account; and it was decided by him that those money-order advices should circulate free, as before. They must be numerous; I suppose a million or two, at least. Subject to that, I do not see anything to question in the number of letters.

1463. What do you estimate the Government postage at, either in the amount or the number of letters, in correction of this account?—I should say 2,000,000 or 3,000,000 will be the outside of the difference. The Honourable Member will see that the money-order advices must be very numerous with the cross-posts, inasmuch as 500,000 money orders were issued in the last quarter in England and Wales alone; and in many cases two advices would be issued for each money order, one of which would be the cross-post money-order advice, in the case of two post towns drawing one on the other.

1464. You would add, then, in your correction of this account, two or three more millions to the number of letters that Mr. Hill has stated?—Yes.

1465. Therefore, that would make the total number of letters about 202,000,000 in this account, not 205,000,000?—Yes. Then, if the Honourable Member takes the average of the year, from January to December 1842, instead of the month of December, the number will be, instead of 216,000,000, 208,000,000; consequently, the number here given, instead of being 209,000,000, will be 8,000,000 less

less, or 201,000,000, from which the deduction of 6,000,000, or whatever the amount is, must be made. But even then I attach no faith to these numbers; as I have told the Honourable Member over and over again, I do not think any officer in the Post-office will give anything for the accuracy of the number of letters, produced in the way it is from the returns of the postmasters.

1466. Can you give, in detail, an estimate of the number of Government letters? —It can be given, of course, from the Inland-office books.

1467. Will you have the goodness to prepare such a Return for the Committee, so as to form a fair average Return?—I will. The numbers I have given, 4,500,000, were the Returns, as I understand, of the superintending president of the Inland office, extracted from the book day by day; the numbers for the last year.

1468. Does that include the paid as well as the unpaid letters?—Certainly not paid letters; they are distinct; I have satisfied myself of that by inquiry of the officers.

1469. The only letters counted to make up this amount are the unpaid letters? —Yes.

1470. Therefore the real amount received is larger?—It is.

1471. Then what do you estimate the whole at in figures?—It is impossible to say, but 2,000,000 or 3,000,000 will cover it amply.

1472. Mr. *Denison.*] You are more certain about the revenue than the numbers? —Yes; the Committee must never lose sight of that; the revenue is fact, the other is uncertain.

1473. Mr. *Hawes.*] As to the 209,611,508 of letters for the United Kingdom, you think that ought to be materially reduced?—I think it ought. Mr. Hill is quite right in his evidence, that it is an impossible result that the postage should only be 1*d.* upon each letter; and of course, therefore, the return of the number must be incorrect, or else the amount of the foreign postage; both are estimates.

1474. Mr. *Cripps.*] But the probability is that the error would be upon the number of letters on account of the estimate having been taken for only one week? —I think so; especially knowing the way in which those returns are made, and the careless manner in which they are returned to us.

1475. If that number of letters ought to be reduced in any considerable degree, it would fortify Mr. Hill's argument as to the incorrectness of the Return, because it would raise the average price of a letter to a higher rate than this sum on calculation gives?—As I understand Mr. Hill's argument, it is this: Mr. Hill takes the number of letters, and he divides them upon the amount of revenue stated in the Return as inland postage, after he has made certain deductions from it; and the result of that division is, that each letter produces about 99-hundredths of 1*d.* instead of 1*d.*, consequently, as Mr. Hill very justly says, as the lowest rate of postage is 1*d.*, the Return is incorrect; if every letter had been charged only 1*d.* it should have produced a larger sum than that; but we know practically that many letters produce not 1*d.* each, but something more than 1*d.*; therefore the Return is not only inaccurate, but very inaccurate, inasmuch as it produces scarcely 1*d.*, whereas it ought to have produced 1*d.* and a fraction. That I take to be Mr. Hill's point. I confess one of those two elements must be incorrect; which I am not prepared to say.

1476. Supposing that 209,000,000 is considerably too high, in consequence of the average from which it was taken having been a high week; and supposing that the revenue should accidentally have been taken in three weeks which were high as compared with the rest of the year, might the compound of those two errors have produced a difference in the result?—Certainly it might.

1477. Mr. *Hawes.*] You state that the week upon which you arrived at this number of letters was a high week?—Yes.

1478. Will you turn to the Return to the House of Lords, No. 3 Account, printed Paper 64; in that Account I find, that for the year 1842, a week in each month is taken as the basis of the total number of letters delivered; have you ascertained the average weekly number of letters for the whole 12 months, and have you thereby calculated the annual amount of letters?—The Accountant-general did it for me yesterday; it is 208,434,434, instead of 216,000,000.

1479. *Chairman.*] Including official letters?—Including everything, foreign letters, and all except colonial internal. The amount, according to this Return, is 216,000,000, therefore it is 208,434,000 on the average, as compared with 216,000,000, which should be substituted for 209,000,000; 209,000,000 is after the deduction of foreign letters.

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1480. Mr. *Hawes.*] It is the average of 12 weeks' letters?—Yes, a week being taken in every month.

1481. Does that represent the whole amount of letters passing through the Post-office?—The whole amount of letters delivered.

1482. But is that the whole amount of letters passing through the Post-office?—There would always have to be included the foreign letters; that would be the error.

1483. To what extent?—To the extent of the foreign letters going out of the kingdom.

1484. And those passing in transit through?—Yes, every letter going out of the kingdom; that is the error in the Return.

1485. Keeping in mind this number at which you have arrived, namely, 208,434,434 plus the foreign letters, are you now disposed materially to alter the figures in page 46?—That would amend the Return to the amount of those letters.

1486. Would it, or would it not, raise the amount of the letter nearly to the extent by which you have attempted to reduce it in your evidence?—Certainly not, inasmuch as the whole number of letters in the year, both inwards and outwards, are only 6,000,000; therefore, taking it at 3,000,000, that will make only 3,000,000 more; now the difference between the average of 208,000 and 216,000,000 is 8,000,000; consequently it only affects it, out of 8,000,000, to the extent of 3,000,000.

1487. You now estimate it at about 3,000,000?—Certainly that is an error, as put to me by the Honourable Member, which the clerk, in preparing the account, ought to have seen.

1488. That makes 211,000,000?—Yes; and then you deduct the 6,000,000 for Government letters.

1489. What is the deduction you propose to make from the number at which we have arrived of 211,400,000?—Only the number of letters delivered should be deducted from the Post-office.

1490. Why should you deduct any foreign letters?—Because 209,000,000 is the number of letters delivered. There is an error in the Return; and I wish to explain to the Committee how it is. It will be evidently seen that the letters, if you took the number posted and delivered, would be told twice over, as regards the same kingdom, inasmuch as a letter posted in London one day and delivered in Reigate the next, of course would appear in London as posted and in Reigate as delivered; and, therefore, we only take one side of the account, the delivery, as regards the same kingdom; every letter posted in this kingdom must be delivered in this kingdom; therefore you get every letter by taking the delivery. That is not the case if you take the foreign letters, inasmuch as a letter posted in this country is not delivered here, but is delivered in the foreign country or colony; consequently, the account of the number of letters, if you take it correctly, consists of the number of inland letters delivered in the kingdom plus the number of foreign and colonial letters delivered in the kingdom, and plus the number of colonial and foreign and ship letters posted in the kingdom, and sent out of the kingdom; therefore the number of letters posted in the kingdom should be added to the number delivered, and then you will get the whole. That would appear not to have been done in this Return; I suppose it escaped the notice of the clerk who prepared the Return; and, as I have told the Committee, I was so occupied at the time with the French treaty, that I trusted the details of the account to him.

1491. Will you have the goodness to prepare a correct estimate of the number of letters at your earliest convenience?—Certainly.

1492. According to the mode which you have now described to the Committee?—Certainly. I should say that if you were to deduct the foreign letters, you would come nearly to the same result.

1493. Mr. *Denison.*] Would not an account of all letters that are posted be a more correct account than of letters delivered?—There was a good deal of difficulty with reference to that. When we first took accounts, we called for a return of the number of letters posted, and the doubt arose as to whether postmasters did not, in many cases, include forward letters that passed through their offices, but which were not posted in their offices. There was a good deal of difficulty about it; and, in order to prevent confusion at the time of the Postage Committee, I think it was agreed on all hands that the more correct way of taking the Return was by the number of letters delivered. I know that I prefer it very much for accuracy.

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1494. Mr. *Hawes.*] Foreign and colonial letters, being inland letters for one part of their progress, ought necessarily to be included, ought they not, in any account you make up, to show the total number of letters?—They are included. I propose to deduct those received, in order to establish a charge against them.

1495. Why should you propose to deduct those that are received, inasmuch as they are inland letters during part of their progress?—The Honourable Member will see that the number of inland letters is divided upon the inland revenue, and that the number of foreign letters is apportioned upon the foreign revenue; therefore, of course, the charge of foreign letters is deducted from that of the inland letters.

1496. That is in making up the account to which you are referring; but with a view of getting the number of letters, the foreign and colonial letters, being part, ought to be added?—They are added. The 209,000,000 includes the whole, foreign, and colonial, and inland, and all, with the exception of those posted; it includes all delivered. The error is in not having distinguished those numbers which are going out of the kingdom. With regard to colonial and foreign letters, they should be taken two ways; with regard to inland letters, only one way.

1497. But as regards the revenue, we are entitled to a portionof the postage as inland rate upon the foreign letters?—Admitting the principle as stated by the Honourable Member, I think, if you take the deductions upon the foreign letters, you are entitled to a portion of the revenue also, in fairness.

1498. Then the result would be this, that the total number of letters stands as the result of this examination at about 207,000,000, subject to deduction for Government letters?—Yes; according to the Honourable Member's argument, you are entitled to the revenue to be carried from the foreign revenue to the inland revenue, or the proportion of profit attaching to foreign letters. If you make a charge on the one hand, attaching to them as inland letters, you ought to give the proportionate profit upon them on the other.

1499. At present the result of your evidence is this, the gross amount of the revenue in the second column of the Return, No. 201, ought to be amended, by the addition of a certain proportion of foreign postage, which amounts to 583,000 *l.*?—Yes; having deducted 27,000 *l.*, of course it would be affected to that extent; taking 27,000 *l.* as the sum that would be transferred from one revenue to the other.

1500. Therefore that item in the account requires amendment in order to ascertain the real inland rate?—Yes; the Honourable Member will do me the justice to recollect that I have stated that I do not vouch for the entire accuracy of the account; I think it is correct within 30,000 or 40,000, as I before answered.

1501. The amendment that I seek to obtain is not an amendment of that Return of the gross revenue as regards the expenses, but to a certain proportion of the postage on the foreign letters, which, in point of fact, ought to be paid to the inland-rate postage, and which is inland rate, is it not?—Yes.

1502. Mr. *Trotter.*] Do the two sums comprehend the whole gross revenue of the Post-office, that is, 1,027,000 *l.* and 583,000 *l.*?—Certainly.

1503. Then if there is any part that you have not been quite master of at the moment, can Mr. Court give us the best explanation?—Certainly, Mr. Court can explain it, if the Committee wish it; but the subdivision was rather made by the clerks in my office; Mr. Court can vouch as to the Finance Accounts, and as to the casting, and as to the correctness of the details, but not so much as to the principles upon which the account was framed.

1504. Not as to the appropriation of the sums?—I think not.

1505. Mr. *Cripps.*] Supposing this account to be made out erroneously as far as Mr. Hawes has suggested, did that error arise in the manner of making out the account in the Post-office, or was it the result of the instructions from the Government?—It was an error on the part of the clerk in the Post-office.

1506. Was that done with any view to swell the foreign postage at the expense of the internal postage?—Certainly not; it was intended as a fair and correct Return.

1507. Supposing there were a larger sum under the head of "Dead and Returned Letters," and under the head of "Gross Amount of Revenue," here carried in the manner suggested from the foreign and colonial postage to the United Kingdom, would that help to make up the sum to more than a penny a letter?—It would if sufficient was carried; the question is what amount. The more you swell the amount arising from inland postage, of course the better result will appear when you come to divide the 209,000,000, or 211,000,000 of letters upon it; therefore whatever sum is taken from the foreign postage and added to the inland, the nearer you will

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get at the correct amount of the postage which it is admitted must be returned upon inland letters, letter by letter, that is, a penny and a fraction.

1508. Viscount *Ebrington.*] That is, the revenue is a fixed and known quantity?—The revenue is a fixed and known quantity, and the question between us is as to the apportionment.

1509. Mr. *Cripps.*] Supposing there is any error, was that an error by the clerk who made out the Return, and without any view to mislead?—Certainly; the Return was made for Lord Lowther himself, and any clerk who knowingly had made a Return falsely for the Postmaster-general would have been instantly dismissed; I should have recommended his instant dismissal.

1510. Viscount *Ebrington.*] This was the mode in which Lord Lowther set about forming an opinion, for his own satisfaction, that a great portion of the net revenue was derived from foreign and colonial postage?—Yes, and I do not see how he could adopt any other mode.

1511. Mr. *F. Baring.*] You state that these Returns of the number of letters are exceedingly incorrect; you have had them for several years, have you not?—For three years.

1512. Have you had any means of checking those Returns by the amount of revenue; that is, do not you find that as these Returns exhibit an increase in the number of letters, your revenue exhibits an increase?—Certainly not; there is no means of check at present. The Honourable Member will see that there is no criterion of the revenue since stamps have been introduced; I may add, that as far as this Return is concerned in the general result of it, I have a thorough conviction of its general correctness, looking at the result of the penny postage on the revenue of Ireland, the postage of Ireland having scarcely paid its expenses since the Penny-post, Ireland being destitute almost entirely of foreign correspondence.

1513. Looking at this Return, have you any means of checking the figures, with reference to different months; do not you find that there are certain months in which the business is always greater than in other months, and do not you find that those Returns show all those differences that you would expect from your experience?—Indeed, I cannot attach any faith to the Returns of the number of letters; they are valuable, perhaps, as comparisons, giving some idea of how you stand; but as to bringing them to anything like accuracy, it is quite out of the question.

1514. Mr. *Cripps.*] Why do you say there is no test now of the revenue, since the introduction of stamps?—If, for instance, I wish to test the revenue of Liverpool, it is impossible to say how many letters bearing stamps have been delivered at Liverpool; if the whole of the letters delivered at Liverpool had borne stamps, of course the return of revenue at Liverpool would be nothing.

1515. Have you the means of ascertaining what number of stamps are remaining in your own postmaster's hands at the end of every year, or any given time?—We can tell pretty accurately.

1516. Do you think it would be possible to make the Post-office only the distributor of the Post-office stamps?—Perfectly possible.

1517. They might be issued from the Stamp-office through the machinery of the Post-office?—There seems to me to be no difficulty upon the subject; but that is a question upon which I could not presume to give an opinion; I should like the Stamp-office to be consulted.

1518. Would that facilitate your means of keeping an account?—Not at all; the question was whether we could tell from the Revenue Return of Liverpool whether the number of letters was increasing or decreasing, and I stated that we could not.

1519. Mr. *Hawes.*] Do not the deputy postmasters make a quarterly return of stamps sold and stamps in hand?—There are returns made to our office; I think they are quarterly returns.

1520. Therefore you can at any time ascertain accurately the number of stamps sold and the number in hand?—The number sold by the Post-office, but not by the Stamp-office; the number that the stamp distributors dispose of it is very difficult to get at; you may get at it by the two departments.

1521. By combining the returns of the two departments, you could get within any given period the number of stamps issued, the number sold, and the number on hand?—I do not think you would get the number sold, because I do not think regular accounts are kept; for instance, all receivers are forced to sell stamps; I doubt

doubt whether one receiver in 100 keeps an accurate return of the number of stamps sold.

1522. Mr. *F. Baring.*] You do not care whether the receiver keeps an accurate account or not?—No, certainly not; I send him ten pounds' worth of stamps, and I say, "You owe me 10 *l.*" If he chooses to throw them into the fire, that does not cancel his debt.

1523. Mr. *Hawes.*] Am I correct in assuming that the total number of letters is about 211,000,000, subject to a deduction of 6,000,000 for the Government postage?—Yes.

1524. That would leave the net number of letters 205,000,000?—Yes, assuming the principle of the Honourable Member to be correct.

1525. Upon turning to the account of Mr. Hill, in page 46, does he not there make the total amount of letters 205,249,508?—He does.

1526. Which is as near an estimate as can be formed, is it not?—Assuming the Honourable Member's principle, it is.

1527. Will you look at Mr. Hill's Return, under the head of "Revenue;" the Government postage, of course, is accurately given there?—The foreign portion of the postage is taken upon the account that was kept for two months, multiplied by six; that produces 75,000 *l.*; that 75,000 *l.* is deducted from the total charge of the Government postage of 145,000 *l.*, which gives a difference of 66,000 *l.*; therefore the estimate of the foreign postage is made, and it is then assumed that all that is not foreign is inland; that is the way in which it is done.

1528. Those figures stand correct upon that assumption?—Yes.

1529. The figures under the head of "Money Orders" are correct?—Yes.

1530. And "Miscellaneous Receipts"?—I do not quarrel with that.

1531. "Late-letter Fees"?—I do not quarrel with that either.

1532. Should you say that that was more or less than the correct sum?—I cannot make an estimate, for it can only be picked out from the bills quarter by quarter; but I do not think it is far off.

1533. The "Registration Fees"?—I do not think that is far off.

1534. Then there is another item to which I wish to call your attention, "Deduct for the additional rate on unpaid and underpaid letters, at 5 *d.* per 100 letters, 42,760 *l.*"?—I rather doubt that; but I have no means of estimating it.

1535. Then you think there is no material error there?—I do not think there is much material error, but I very much doubt its correctness, to the extent of 10,000 *l.* or 12,000 *l.*; but I have no means of forming an opinion.

1536. You are not enabled to make any material correction of those figures?—No; all I can say is, that it is an estimate, and I have no means of coming at the fact. As to the estimate which is made by Mr. Hill, I do not value it for anything, from the materials upon which it is framed.

1537. Those materials have been subjected to rather a close scrutiny, even in the course of this examination; and those materials, or the greater portion of them, are referred to accurate official sources?—Yes; but upon a small number of letters, and for short periods.

1538. But I understood you just now to say, that, looking at the account as a whole, you were not prepared to make any material alterations in it?—Except as to this item of 42,760 *l.*

1539. You are confining yourself to that item?—Yes.

1540. Upon that you are not able to give figures, but you think it is overstated?—I should say it is rather overstated, but how far I cannot say; it may be underestimated for what I know, for it is an estimate upon which I can form no conclusion; it is taken upon a small number of letters, and for short periods; I am not, however, disposed, on the whole, to quarrel much with the result.

1541. Will you turn to page 75 of the evidence: Mr. Hill has there stated that one "measure of great importance arose in the following extraordinary manner: The Post-office had allowed three companies to charge mileage for a length of time, exceeding not only the true length, but also that stated in the documents laid by the Post-office before the arbitration on which the award was made, and also on that stated in the time-bills in use by the Post-office; those errors I pointed out; they were at first denied by the Post-office, but were subsequently, after much delay, and a sort of cross-examination by correspondence, acknowledged, directly in one case, and indirectly in the others." Is that a correct or an incorrect statement?—I am not aware that they were denied; I have not the correspondence before me, but I think that it was admitted; so far as I was concerned I should not

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not deny the thing; I have no interest in it; I should at once confess the error, and correct it. The facts of the case were these: three railroads were overpaid, the amount was 225*l.*; they were fractions of miles in all cases except one; but in that one instance it was a very complicated case. I think a mile and a fraction was overpaid, and it arose in the case of the Leeds and Selby Railway. The Leeds and Selby Railway was leased to the York and North Midland Railway Company. The York and North Midland Railway Company shut up a certain portion of the direct line between Leeds and Selby for all traffic but coal traffic and goods traffic, and sent the post-office round by a circuitous route, involving portions of other railroads. We had the Stamp-office Returns which gave us the amount in units of miles, not in fractions, for the stamp duty is paid by whole miles; those gave the length of the Leeds and Selby, and of the York and North Midland lines, but they did not give us the respective portions of the lines traversed by the Post-office, consequently the superintendent of mail-coaches was forced to take the statement of Mr. Hudson, the chairman of the York and North Midland Railway Company, who, I do not believe, had any intention of deceiving us. He is a gentleman who stands very high; he is known to most Members in the north; we believed his statement to be correct; it subsequently turns out that he has overstated it, I believe not intentionally on his part, but believing it to be so, and the consequence is, that we have made the deduction of the amount overpaid from the bills. The Post-office has no wish, I am sure, to conceal any errors or inadvertencies into which it has fallen, and certainly I think the error was a venial one on the part of the mail-coach department; for if Honourable Members will look at this map, I think they will see how intricate the junctions are, and this I may state, that if we have overpaid some, we have underpaid others.

1542. Mr. *W. Patten.*] Is there not very often a difference between the statements given in to the arbitrator by the Post-office and those given in by the railway companies?—Certainly; we are frequently forced to use the railroad at the instant, from the coaches ceasing to run, and we are obliged to take the distance from the company; we do not, in fact, care about it till it comes to the account; all we care about is the time at which we are to arrive at the different stations. We get that settled; but the distance only becomes material when the time arrives for payment. The errors consist of fractions of miles in all the cases but one, and in that case, which I think a very venial case, the Stamp-office could give no Return in order to check the payments we were to make to it. We cannot do it more nearly without measuring.

1543. Mr. *Hawes.*] In this case, were not the time-bills right?—I am not aware whether the time-bills were right or wrong; I cannot tell without referring to them; but Mr. Hudson himself stated that the distance was 25 miles. This is Mr. Hudson's letter, dated December the 9th, 1841: "By the above-named route, I have forgotten to say, it is 25 miles."

1544. Mr. *W. Patten.*] Those errors have been corrected since?—Yes.

1545. Mr. *Cripps.*] Have the overcharges been repaid?—Yes, with the exception of one or two, on which I think there are outstanding accounts for arbitration; but in the next bill that will be presented the deduction will be made.

1546. Mr. *Hawes.*] And that error was corrected in consequence of the error having been pointed out by Mr. Hill?—Yes; the total amount of the error was 225*l.*

1547. Mr. Hill states in his evidence, "the total over-payment amounted, I believe, to 400*l.* per annum"?—Mr. Hill is wrong; the sum I have of over-payment to the Birmingham and Gloucester Railway is 90*l.*; to the Leeds and Selby, for the night mail, 96*l.*; for the York and North Midland, 13*l.*; for the Leeds and Selby Railway, 24*l.*, the day train.

1548. Those were the annual amounts, making a total of 225*l.* per annum?—No, that was the total amount of overcharge.

1549. Mr. *Bramston.*] Over what time did that extend?—Different times; I have not got that distinguished.

1550. Mr. *Hawes.*] Will you turn to page 81 of the evidence: Mr. Hill there states that he investigated certain Returns, which he has previously described in his evidence, and that he "found, in a majority of instances, that the space in the carriages set apart for the mails was unnecessarily great; in one instance a day mail

mail between York and Normanton, though the maximum weight of the mail-bags was only 80 lbs., about equal to any passenger's luggage, the Post-office occupied the space inside the carriages of 16 passengers, at the cost of 1*s.* 4*d.* per mile, whereas under proper arrangements the expense would probably have been about 2*d.* a mile;" how far is that correct or incorrect?—I am prepared to admit, that in the case of the York and Normanton the space was too large; and the explanation given to me from the mail-coach office by their inspector is this: that the carriage for the night mail was complained of by the guard and the inspector as being too small. The directors took off the carriage in which the night mail was carried and put on a larger one, and they gave the guard for the day mail, which was light, that carriage which had previously carried the night mail. This, I own, should have been reported by rights to the superintendent of mail-coaches, when it would have been corrected, but it was continued without our knowledge; that space was unnecessarily large, and we might have paid some small sum for it, I do not believe much. As to its being the general practice of the Post-office, I utterly deny it.

1551. Mr. *Escott.*] How much more than enough do you think you paid?—I really cannot say.

1552. Is not this a trivial sort of accident, which must occur under any arrangement?—I think no management can be exempt from it, looking to the enormous detail of the Post-office.

1553. Mr. *Hawes.*] Do you mean to say that the statement of Mr. Hill, that the space occupied was equal to 16 passengers, at the cost of 1*s.* 4*d.* per mile, is incorrect?—I cannot think how Mr. Hill can have got that, inasmuch as I am not aware that the arbitrator arbitrated upon space sufficient for 16 passengers being occupied by the Post-office.

1554. Then you dispute the accuracy of that statement?—I do not dispute the accuracy of the Post-office having for a short time, till it came to our knowledge, used too much space perhaps; but I dispute the imputation generally; I deny it, as incorrect.

1555. But in this case; one instance is specified, and in that one instance it is stated that the space occupied was equal to that of 16 passengers, at a cost of 1*s.* 4*d.* a mile, which, by good management, ought to have been reduced to 2*d.* a mile?—So far as my recollection goes the statement is incorrect. I think that two compartments had been thrown into one for the night mail, and the night mail was found to occupy more than that; it is a heavy mail to Manchester and Leeds and Liverpool, and it wanted more space to put the bags in. The inspector complained to the directors, and they took off the carriage which was then in use and put on a fresh one, and substituted for the day mail that carriage which had been previously used for the night mail. That went on for some time, without any report of the inspector to the superintendent of mail-coaches, so that we were ignorant of what was passing.

1556. Mr. *Cripps.*] Was that charge arbitrated upon when the coaches were changed?—I think at the time we were not paying anything; the arbitration had not taken place. We used the mails both night and day without going to arbitration. We agree with the railway companies to perform the service, and then we ask them the price, which we are forced to do by law. When they tell us the price, if it is reasonable, we take it; but if it is not, we go to arbitration; but arbitration is a long process; and frequently they are negligent, and do not do it for six months. In the meantime the service is going on, and when the arbitrators meet, they decide what we shall pay, the Post-office using the same accommodation, and upon that ground, therefore, the arbitrators, if they found us using so much space, would have given the award against the Post-office. So far it is an error on the part of the Post-office; I am ready to admit it.

1557. Mr. *Trotter.*] So soon as this was reported to the Post-office it was rectified?—Yes.

1558. Can you state for what length of time it was continued?—I am not prepared to say; perhaps for a year.

1559. Mr. *Hawes.*] By whom was this error reported to the Post-office?—It was discovered by Mr. Hill; I do not wish at all to detract from Mr. Hill's merits.

1560. Mr. Hill goes on to say, "The Post-office was directed to report upon the state of all the railway lines in this respect, with a view to preparing some very stringent regulations for putting a stop to the waste of public money which

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was then going on, and which may be proceeding at this moment, for aught I know to the contrary; the Report however was not received when my services came to an end." Has such a report been framed?—I think Mr. Hill must be in error as to that; this is the Report: "A Report of Lieutenant Harness, dated 31st of May 1841," under the former Government.

1561. Relating to this point?—Yes, relating to railways in general.

1562. Does it relate to the space occupied by the Post-office being excessive?—No; there was a Return ordered; I do not know whether that Return has gone in yet; it is nearly ready.

1563. Will there be any objection on the part of the Post-office to furnish the Committee with that Return?—Certainly not; I have told the Committee that every paper at the Post-office is on record, and can be printed, if the Government see fit.

1564. Were there any other instances reported to the Post-office?—I am not aware of their using more space than is requisite on other lines; that may be a matter of opinion as to whether we ought to use so much space, but of course we should defend what we think is right.

1565. The Post-office was directed to report upon the state of all the railway lines in this respect; is there any Report of that kind in existence?—I think not; the Report will be in the shape of a Return, and the Return I have stated is prepared, and will go into the Treasury.

1566. That relates to the space occupied on all railway lines?—Yes; the form was furnished by the Treasury, I think; and of course, according to orders, the Return will be furnished in that form.

1567. *Chairman.*] In the same page of Mr. Hill's Evidence, to which you have been just referred, there is a charge that an unnecessary expense is incurred, by having two night mails on the Birmingham and Gloucester Railway leaving Birmingham at a very short interval one from the other, those two trains costing about 10,500*l.* per annum; can you state any reason why it is necessary that those two trains should be continued?—That is an expenditure which I am perfectly prepared to defend. Mr. Hill had proposed to us before, through the Treasury, to discontinue one of those trains; and my honourable friend, the Chairman of this Committee, was strongly of that opinion, and I believe has ordered us to discontinue one of those trains at present. I am prepared to contend that he is quite wrong in his opinion; the Postmaster-general has also the same feeling upon that particular, but I differ entirely with him. I have told him that of course he has only to order it; but that I fear that the way in which he would interfere with the interests of the parties concerned would be such, that any arrangement of the sort he made would not last six months, such would be the agitation created by the alteration. The object of the first train from Birmingham to Gloucester is to get to Gloucester in time to meet the London mail, in order to send on the letters to Wales. That train conveys the correspondence from Liverpool and Scotland, and the manuturing districts, and Ireland. If that first train was not despatched at that early hour, the London mail must be detained at Tewkesbury and Gloucester, or else the London mails would go forward, leaving all the correspondence from Ireland, Scotland, Liverpool, and Manchester behind. Most of the Welch ironmasters have houses in Liverpool; and that part of the iron trade is very much connected with Liverpool and Manchester; the injury, therefore, to commerce and to trade, from the stopping of that train, would be excessive, and would lead to very loud complaints. When it became necessary, therefore, to replace the old coach by railway, I recommended Lord Lichfield to look very carefully into this point, and the details were prepared by myself and the superintendent of mail coaches. The superintendent of mail coaches was sent down to Birmingham to meet all the surveyors in Birmingham, for the arrangement extended to all the districts of England, with the exception of the eastern district; and he was recommended to consult with them, in order to ascertain how far they consented to the arrangement, or how far they wished it modified; they unanimously agreed that, with some slight modification, the plan proposed was the best, and the only one which would satisfy all the interests of the community. The second communication is the main communication from Sheffield, and all the eastern coast, with the west of England, Exeter, Bristol, and Falmouth, the packet station; so long, therefore, as Falmouth is a packet station, that second communication cannot be interfered with, without great injury to the part of the country alluded to. The question is, whether you would do away with the first train. If you did away with the first train,

train, I maintain that the injury to Wales would be excessive, and that the agitation on the part of the iron trade in general, and the injury to commerce would be such, from doing away that train, that the arrangement, under the present circumstances, would not stand for six months.

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1568. Mr. *Cripps.*] Can you state the total amount which you paid to the Birmingham and Gloucester Railway Company, for the use of those two trains?—About 10,000 *l.* A communication was made to the railway company a short time ago to know what price they would take if one train was discontinued; they said they would reduce their price by 2,000 *l.*; that they would take 8,000 *l.* for one train.

1569. What is the total amount paid for those two special trains to the Birmingham and Gloucester Company each way?—The total payment to the Birmingham and Gloucester Railway Company is 10,156 *l.*

1570. Does that include the expense of guards?—No; we furnish our own guards.

1571. Would 2,000 *l.* be all the saving if one of the two trains were discontinued?—According to the demand of the Birmingham and Gloucester Railway Company, we should have to pay 8,000 *l.* for one train, and should save 2,000 *l.* I should say that in all probability we shall be able to do with one train very shortly, inasmuch as an arrangement is in progress for accelerating the Irish mails, if the Treasury will accede to it, which will enable us then to dispense with having more than one train from Birmingham to Gloucester; but it is entirely dependant upon that acceleration.

1572. Mr. *Hawes.*] Have you read Mr. Hill's Report upon the subject of the Birmingham and Gloucester mails?—Yes, I have.

1573. After reading that Report, are you still of opinion that this proposition would be attended with the evils you have described?—My own opinion is, that Mr. Hill is entirely ignorant of the circulation.

1574. Then you are of opinion that it would be attended with the evils which you describe?—Yes, such evils as have been pointed out to the Honourable Chairman of the Committee and the Postmaster-general.

1575. Mr. *Gibson.*] Upon what ground did the Post-office decline to accede to the offer of the Manchester and Birmingham Railway Company to carry the mails, which are at this time carried by the Grand Junction Railway, and consequently obliged to leave Manchester an hour earlier than they would be obliged to leave if they were carried direct by the Manchester and Birmingham Company?—The objection on the part of the Post-office to using the Manchester and Birmingham line was, that they would have to divide the service over three railways instead of two, thus unnecessarily paying for three lines of railway instead of two, while they would give very little accommodation to Manchester in proportion to the expense that the Post-office would have to pay. That was met by the proposition of the Manchester and Birmingham Company to carry our mails to Manchester and Stockport; we put in Stockport (Stockport being a great gainer, much more than Manchester), gratuitously. We insisted also that they should carry them for three years gratuitously, inasmuch as we always find, when a railway opens, that it is exceedingly anxious to get the Post-office service upon it, and at no great cost; but after it has got the Post-office service there comes a demand for a very large price, on the ground that they find the cost is infinitely greater than what they had estimated, and that we must pay them a larger price; the consequence is, that the Post-office finds itself in this dilemma, either it must continue using the railroad at a great cost to the country, or it must create great dissatisfaction upon the part of those towns and all those individuals who have benefited by the arrangement. Thus it raises an agitation against the Post-office; and as the Post-office comes into contact with everybody, it is not a very convenient agitation to raise against ourselves; we therefore took this precaution, that the arrangement should continue for three years without expense. There was some question made about the three years; I think at first the arrangement went off, subsequently it came on again; and Captain Cleather, the superintendent of the railway company, furnished us with the time-bills. Although they seemed to us to be inconvenient to the company, they were convenient to us, and we adopted the arrangement; and sent down a legal agreement, framed upon these principles, to the solicitor of the Birmingham and Manchester Company. This agreement, after a little delay, was sent back to us, stating that the Manchester and Birmingham Company,

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Company was that we had included Sandbach, Macclesfield, and Congleton, and other towns on the line, in the arrangement, as well as Stockport and Manchester; that our original agreement was to include Stockport and Manchester alone, though, from the time-bills furnished us by their own superintendent, Captain Cleather, we had been led to believe that Macclesfield, Congleton, and all those places on the line were to have the benefit of railroad communication without payment. In this state of things, we decided that we would go back to the original proposition; that we would reject Captain Cleather's time-bills; that we would employ the Grand Junction line, as we at first intended to do, in the entire service; and that we would serve notice on the Manchester and Birmingham Railway Company of our intention to carry bags to Manchester and to Stockport only. We were proceeding to carry this out, when the Member for Macclesfield protested, in a letter and personally, very loudly against the injustice of this arrangement. He said that Macclesfield had been made mainly instrumental in pressing the question upon the notice of the Post-office, and that he thought it was very hard indeed that Macclesfield should thus be thrown over at the last moment, when it was clearly understood, at least so far as he was concerned, that Macclesfield was to participate in the benefit; and he requested that the arrangement might be suspended till we could communicate with the Treasury. A letter came from my honourable friend, the Chairman of this Committee, from the Treasury, taking the same view of the question, enclosing a letter from the Member for Macclesfield; and on that ground we have suspended the negotiation, and are about to report, or have reported, the case to the Treasury for their decision. In that way the matter stands.

1576. But the arrangement, with reference to Macclesfield, was a comparatively new stipulation, introduced by the Post-office into the agreement after it had been concluded with the Manchester and Birmingham Railway Company?—Introduced by Captain Cleaton, their own superintendent; such at least was the impression created, as the time-bills gave Macclesfield as one of the places for stopping at.

1577. How could the Post-office have concluded that the correspondence with Macclesfield and Congleton was part of the offer of the company?—We are perfectly willing to go on with the negotiation, if we are permitted by the Treasury to do so; but the Treasury having required information upon the subject, and having taken the matter into their hands, we stop the arrangement till we get their determination.

1578. The Post-office would think it desirable to complete the arrangement as agreed upon by the company, if the Treasury do not object?—The Post-office hardly think it desirable. I have rather an objection, so far as I am concerned, to conclude the arrangement, because I see it will lead to great expense; still, as Stockport would gain if the railway company would perform the service gratuitously, as they have offered to do, for three years, I think Lord Lowther would be desirous to take the offer, and complete it upon the original understanding.

1579. If the arrangement was in fact come to, the Post-office would be in no disadvantage, and the public at Manchester and Stockport would gain the advantage of an hour?—Yes, till the end of three years. The question would then be, whether we should not be obliged to continue, at some expense, the night communication by three lines instead of two.

1580. *Chairman.*] It has been suggested to this Committee that a very considerable saving, of about 8,000 *l.* a year, might be made in the establishment of mail guards, partly by reducing the number of guards employed, and partly by reducing the amount of their salaries; can you state to the Committee what the number of the mail guards at present in the service of the Post-office is?—The number of mail guards at the present time is 249 in Great Britain, and 78 in Ireland, making a total of 327.

1581. Is that a smaller number than were employed in the year 1841?—The numbers in the year 1841 were, 286 in Great Britain, and 79 in Ireland (the Return was taken in February), making a total of 365. The numbers have therefore diminished, since 1838, by 39.

1582. Have many new appointments of guards been made since 1841?—I think not. Lord Lowther has, I think, told me that he has only made one since he has been in office.

1583. Are the whole number of guards on the establishment employed, or are any of them supernumeraries?—I think there may be two or three supernumeraries

meraries now. About six months ago I think there were eight or ten; and the question was put to Lord Lowther, whether he would pension them at once, or whether he would give them the chance of absorbing into the new establishment; and he decided that he would absorb them gradually into the establishment, instead of pensioning them. I think I am right in saying, that there are only one or two over and above the extra guards that are always kept to supply the casualties.

1584. Were there any supernumerary guards at the time that one was appointed to the Glasgow and Ayr Railway?—There was none appointed. The history of that is, that a spare guard was kept at Glasgow to provide against casualties, and that spare guard received a salary of 27 *l.* a year while he was a spare guard. By the arbitration on the Glasgow and Ayr Railroad, we are told that if we put on a guard of our own instead of taking the Company's guard, we are to pay 2*s.* 6*d.* a day less, which is 40*l.* a year less. As those bags are very important, being the Scotch mails for Ireland, from Edinburgh and Glasgow to Belfast, there is a great deal of duty on the line, and the correspondence is considerable, we were anxious that the guard should go on; and when we found that a guard could be sent at the expense of the difference between 67*l.* a year and 100*l.*, his salary when he was employed, we determined on sending a guard on the line. Therefore the real cost to the country was 33*l.*, the difference between the 100*l.* and the 40*l.* and 27*l.*, the wages at which he was during the time he was a spare guard. I should say that the man who was made spare guard was brought from another line, and that spare guard was sent to Carlisle; but the man who was a spare guard became entitled to a salary of 100*l.* a year. The man that came to the Glasgow and Ayr Railway was already working on another line on full pay, and he of course received his old full pay of 130*l.* a year; but the real expense to the country was, as I have said, the difference between the 100*l.* and the 67*l.*, inasmuch as the pay of the spare guard, who was brought into activity by the arrangement, was the real expense to the country; this spare guard, being a more active man, was sent to the mail-coach business, and we brought an old guard over to the Glasgow and Ayr Railway, because it was a lighter duty.

1585. Do you think it would be practicable to reduce still further the number of guards on account of the facility with which they travel by the railroad?—That point has been a good deal gone into, and I think you cannot reduce more than one or two; we are sometimes forced to employ two guards on short journeys, because two lines cross each other. The Honourable Member will see that if two lines are crossing each other, it is perfectly impossible to have one guard to do the duty, though the distances gone over may be short. In many instances we do not employ guards at all where the mails are light, and where the duty devolving upon the guard is not great.

1586. Will you state what was the cause of the great increase of the salaries of Post-office guards, which appears to have taken place within the last four or five years?—If the Committee will permit me, I will read the applications to the Treasury upon the subject (for the arrangement was with the sanction of the Treasury) that we made in 1837 and 1838; they fully state the reason. The reason was this: that when the railways first came into operation the railway companies universally directed their guards to receive no fees, and discharged them if they did. The public, finding the convenience of the system of paying no fees to guards and to coachmen, instantly discontinued paying fees to guards on the mails. The consequence was, that the guards were unable to maintain themselves on the small wages of 10*s.* 6*d.* a week. "Indeed in some cases," says the letter to the Treasury, "they have been reduced to such a state of distress, that I have been forced, in order to liberate some of them from arrest, and prevent others from getting into similar difficulties, to grant them a temporary allowance of 1*l.* 1*s.* per week, until an application could be made to your Lordships for a permanent rate of wages."

[*The same were delivered in and read, as follows:*]

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 26 October 1837.

I BEG leave to suggest for your consideration the peculiar case of the mail guards employed upon railroads. These men are placed in a very different position to that of the guards on the ordinary mail-coaches, who derive the principal means of their support from the

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usual fees obtained from passengers; but the railway guards receive no fees of any description whatever, and consequently they are totally unable to maintain themselves on the small official wages of 10*s.* 6*d.* a week; indeed in some cases they have been reduced to such a state of distress, that I have been forced, in order to liberate some of them from arrest, and prevent others from getting into similar difficulties, to grant them a temporary allowance of 1*l.* 1*s.* per week until an application could be made to your Lordships for a permanent rate of wages. The duties necessarily imposed upon these guards are of a nature highly responsible and important; and it is very desirable for the interest of the service, that men of good character, and perfectly trustworthy, should be employed. They are exposed to great fatigue and hardships in all the varieties of weather; and considering the zeal, activity, and intelligence which is demanded of them in the faithful discharge of their duties, I am of opinion that the remuneration should not be less than 70*l.* per annum to men recently appointed, who are termed spare guards, and that the payment to the others, who have been some time in the service, and have conducted themselves well, should vary from 70*l.* to 100*l.* and 130*l.* per annum, according to the length of each man's servitude. If your Lordships should concur in this view of the matter, I have to pray your authority for placing the railway guards on the establishment of the office in classes at the proposed rate of wages, and that the following scale may be adopted:—Under three years, 70*l.* per annum; above three and under ten, 100*l.* per annum; above ten years, 130*l.* per annum. I am not at present prepared to state what number of men will be required for this particular branch of the service; but when the whole line of the Grand Junction Railway is completed, I shall be able to ascertain what number will be requisite, and will report it for your Lordships' information.

I have, &c.
(signed) *Lichfield.*

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My Lord, Treasury Chambers, 21 November 1837.

I HAVE laid before the Lords Commissioners of Her Majesty's Treasury your Lordship's letter of the 26th ultimo, submitting for the consideration of this Board the peculiar case of the mail-guards employed upon railroads, and recommending that they may be placed on the establishment of your Lordship's department, in classes, with a progressive increase of pay for length of service, and I have it in command from their Lordships to authorize the payment of mail-guards employed on the railroads at the following rate:

Under three years' service, 70*l.* per annum.
Above three and under 10, 100*l.* per annum.
Above 10 and under 15, 115*l.* per annum.
Above 15, 130*l.* per annum.

To the Right Hon. (signed) *F. Baring.*
the Postmaster-General, &c. &c. &c.

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To the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 1 October 1838.

I BELIEVE your Lordships are aware that the usual wages to mail-guards do not exceed 10*s.* 6*d.* per week, because they are permitted to receive fees from coach passengers, but there are several cases where the men are quite unable to obtain enough for their decent maintenance by that mode of remuneration, owing to the want of a sufficient number of passengers, and the very small gratuity, if any be given, it being sometimes altogether refused on account of the shortness of the journey, as in the instance of the local mail-coach between Wells and Devizes. The guard employed upon that mail has recently complained to me of the distress he suffers from the inadequacy of his receipts, owing to the great scarcity of passengers, and I anticipate many similar cases will arise out of the extensive alteration of the mail-coach system occasioned by the use of railway conveyance for the mails; I beg, therefore, strongly to recommend your Lordships to sanction the principle generally of paying mail-guards by fixed allowances, instead of by fees, which, in that case, they must be strictly forbidden to take, and submit that the scale of allowances according to years of service, which you were pleased to authorize by Mr. Baring's letter, dated the 21st November 1837, for the mail-guards employed upon the railways, may be adopted for payment of other guards on mail-coaches and stage-coaches, in all those cases where it may be deemed expedient to depart from the usual mode of remuneration; viz.

| | | |
|---|---|---|
| Under three years | £. 70 | per annum. |
| Three years to 10 years | 100 | — |
| 10 years to 15 years | 115 | — |
| Above 15 years | 130 | — |

Should your Lordships be pleased to approve of this proposition, the practice of mail-guards taking fees from the public, which is always more or less objectionable, will be gradually expunged, and I shall be enabled likewise to make contracts upon cheaper terms with the coach proprietors.

I have, &c.
(signed) *Lichfield.*

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1587. Mr. *Hawes.*] Are you speaking of railway-guards or coach-guards?—I am speaking of guards that are employed on railways. First they got no fees, and people did not like paying fees to the guards; and the same system was forced to be extended to mail-guards on coaches. An application was made to the Treasury to extend the system of salary to mail-guards employed on coaches; and then we limited ourselves to those cases where we found on examination that the fees were not sufficient to maintain the men. In those cases we put them on a scale of salary that was approved of by the Treasury, in order to prevent them from being reduced to utter destitution. I may say that the scale that I had submitted in the first instance to Lord Lichfield, who was then Postmaster-general, was thought by him much too low. He went to the Treasury himself; he took an interest in the subject, and he discussed the matter with my honourable friend the late Chancellor of the Exchequer, and between them was settled that scale, higher than the one we had recommended to them, which has been in operation ever since. I may state that I have been informed, and I believe it to be correct, that few mail-guards made by the mail coaches less in general than 200*l.* a year. At present, the outside wages are 130*l.*

1588. *Chairman.*] Are most of the guards paid by salary, or do many of them still continue to receive gratuities from passengers?—Several of them still continue to receive gratuities from passengers; indeed the men are very reluctant to come under the scale till the last moment. An application was made the other day, on the Carlisle and Glasgow mail, to permit the guards to return to the old system, to take fees, which Lord Lowther has permitted, in consideration of the Minute sent from the Treasury, pointing out the necessity of reducing the mail guards, and the expediency of resorting to fees. He thought he could not better consent to it in any case than in a case where the guards solicited it.

1589. Was it left to the option of the guards, either to continue to take fees from the passengers of the coaches, or to receive a fixed salary from the Post-office?—It was so far left to their option, that unless the majority of the guards working on the line petitioned us to be placed on a scale of salary, we never placed them on a scale of salary. If, for instance, five guards were working on a line, and four guards petitioned, and the other guard refused, we should not have considered that refusal, but have taken the opinion of the Treasury, because all must have been upon one system, and we should have bound the minority by the majority.

1590. What is the rule which regulates the guards who have been appointed since the establishment of salaries?—They all come under the system of salary.

1591. There it is compulsory?—Yes; I may state at the same time that ever since I have been at the Post-office, there has been a great outcry against fees, and that individually I have a dislike to fees, and I would sooner see parties paid by regular salaries; but in compliance with what was understood to be the wish of the Treasury, and the wish of the public, the fees have been discontinued as far as possible, for the Post-office thought they were consulting the views of the Treasury in getting rid of the fees. They have not done this hastily, but they have been very glad when they found themselves in a position to get rid of what they wished themselves to get rid of, and when they found themselves able to consult the wishes and views of the Treasury.

1592. This charge has entailed a very considerable additional expense upon the Post-office department?—It certainly has; the public, however, have been gainers.

1593. Do you consider that the system is advantageous in securing the undivided attention of the guard, who is the servant of the postmaster, to the discharge of his own proper duties?—I think it is; at the same time we do not allow the guards to be inattentive to the passengers. We make them continue their services to the passengers on the mail coaches as before, inasmuch as we should injure the coach traffic if we did not. It is our interest that the coaches should pay, and we have discouraged, therefore, the guards not taking care of the passengers' luggage, on the ground that he was no longer paid by them, but was a public servant, inasmuch as we did not wish to subject the public to inconvenience in consequence of the change.

1594. You consider that this change is one that has been advantageous to persons who travel by mail-coaches, but is not attended with any advantage, direct or indirect, to the Post-office department?—No particular advantage, so far as regards the conduct of the service.

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1595. Do you consider that it would be expedient to revert to the former system of allowing the guards to be paid by fees, and reducing their salaries from the present amount to a smaller amount?—I prefer the present system to payment by fees.

1596. Mr. *Baring*.] You are aware that a Committee sat with respect to fees in public offices before this arrangement took place?—I believe it did.

1097. In all public departments there was a general direction to get rid of fees as much as possible?—There was.

1598. From your experience in public offices, are you of opinion that the system of paying by fees is better than the payment by salaries, or the reverse?—I think that fees are always sooner or later accompanied with great abuse. I object very much to them.

1599. *Chairman*.] Having stated your opinion that you would, on the whole, prefer the present system of paying by salaries, do you think the amount of salary given to the guards could be materially reduced?—I think not, in any common fairness.

1600. Mr. *Cripps*.] does the number of 327 include supernumerary guards?—Yes.

1601. What is the amount of the salaries?—£. 28,059.

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*Lunæ*, 31° *die Julii*, 1843.

MEMBERS PRESENT.

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| Mr. F. Baring. | Mr. Hawes. |
| Mr. Bramston. | Mr. W. Patten. |
| Sir G. Clerk, Bart. | Mr. E. Tennent. |
| Mr. Cripps. | Mr. Trotter. |
| Mr. Denison. | Mr. Wallace. |
| Mr. Escott. | |

SIR GEORGE CLERK, BART. IN THE CHAIR.

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Lieutenant-Colonel *Maberly*, called in; and further Examined.

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1602. Mr. *Hawes*.] YOU stated that the number of guards had been reduced since 1841?—I think they have been reduced by 39.

1603. When did that reduction take place?—At various times, by death and dismissal, and one cause and another; it was gradually going on in the course of time.

1604. Then it was not effected upon the principle of a reduction, but was merely the result of vacancies not filled up?—Exactly.

1605. By the Return of 1841, it appears that 19 guards were appointed in 1840, and 11 in 1841; can you explain that?—I can furnish the Honourable Member with the explanation, but not at present. I should take it that in all probability it arose from the mail-coach service, having dropped off, being gradually replaced by the railways, and the guards have thereby become supernumeraries. Our great object has been, in the great revolution that has taken place in the substitution of railways for mail-coaches, to interfere as little as possible with the existing facilities and existing communications through the country. In many instances therefore mail-coaches have continued on the roads perhaps a little longer than they might have been. The Return shown me is for the most part for the year 1840; it is a Return for a year ending 5 April 1841.

1606. You cannot tell when the system of reduction began?—There has been no systematic reduction; the number of guards has been kept up consistent with the wants of the service; whenever they have become supernumeraries, the Postmaster-general has ceased appointing, and by that means the reduction has taken place.

1607. Was

1607. Was there any recommendation made to the Post-office to reduce the number of guards?—None.

1608. In that case then the Post-office acted entirely upon its own sense of duty to the public?—Of course. The Post-office has, as far as my knowledge goes, been parsimoniously, more than economically conducted; the Post-office have an objection to spending money when they can avoid it.

1609. Some guards are still entitled to fees, and some are paid by salaries?—Yes.

1610. Is there any means of informing the public what guards are paid by fees, and what by salaries?—The coach contractors are informed of it, and it will be seen that they have a very strong interest in informing the public of it, inasmuch as the public give the preference to those coaches in which the guards are not paid by fees, as compared with those that are paid by fees. In four or five cases, the contractors have insisted upon their furnishing us with mails lately, that the guards should be paid by the Post-office, and not be allowed to take fees: the Dovor day-mail was one case. Mr. Chaplin insisted at the time we determined upon setting up the Dovor day-mail that the Post-office should pay the guard, and not the passengers; and he furnished that day-mail, so far as I recollect, for the price of the coach; he made no charge for horsing it.

1611. I see it reported in the newspapers that the General and the Twopenny post are to be consolidated; is there any truth in the report?—I know nothing of it.

1612. There is another report, that the Birmingham day-mail is to be accelerated; is that correct?—The proposal was made to me a short time ago by the chairman of the Birmingham Railway Company, that the mail should go at 10 o'clock, instead of a quarter before 10, and which we, of course, acceded to; that is an acceleration of a quarter of an hour; it does the distance in a shorter time.

1613. It does not start earlier?—No. The Honourable Member will see that the starting of the mail depends entirely upon the time at which we can get the letters ready; we cannot get the letters ready before a quarter past nine; and it would be of no use having the day-mail without letters to carry.

1614. Some time ago the money-order accounts were greatly in arrear; are they so now?—To a certain extent they are. I had hoped that they would be cleared off; I am afraid there is some little arrear still.

1615. Has the extent diminished?—Very much; it is a slight arrear at this moment. Practically, it is of very little importance; it is merely the adjustment of the accounts. Whatever arrear there is at this moment (I can scarcely pledge myself to the correctness of what I state,) as far as my impression goes, is the mere adjustment of the accounts of the separate revenues of Scotland, of Ireland, and England, so that, as far as the public is concerned, there is no injury whatsoever; it is a mere apportionment of what has been already settled, and as to which exchequer the different sums should belong.

1616. Will you turn to page 189, question 1183; from the Return in that page it appears that the total number of missing letters in 1839 was 1,728, whereas in the year before it was 967; can you account for the sudden increase in that year?—I cannot at present; but there must be an explanation of it, of course.

1617. Perhaps you will turn your attention to it?—I will endeavour to give the Honourable Member the explanation. This account was prepared by the clerk of the Missing letter Branch for Lord Lowther; and I have not gone into the items of it.

1618. Are not newspapers more troublesome to sort than letters?—I can scarcely say; their bulk is inconvenient; they take more space, but they do not go through so many operations; for instance, they are not stamped: then they do not bear postage; consequently, there would be no telling up of unpaid, in most cases, as with letters, and of course there is no obliteration or the examination of stamps; consequently, they are exempt from some of the operations to which letters are subject.

1619. With reference to the sorting, may it not be imagined that they are more troublesome?—As to the mere sorting, I should imagine they were more troublesome, if the Honourable Member means by sorting what is, I apprehend, properly understood by sorting, that is, dividing them from the general mass into the destinations into which they are eventually to go; but on that I should rather the

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Honourable Member would take the opinions of those who are practically acquainted with that, and upon whom the actual manipulation devolves.

1620. Mr. *Escott.*] You said that the present Postmaster-general had only appointed one new guard?—I have nothing to do with the patronage; the Postmaster-general arranges that with his private secretary; but I think I have understood from him that there has been only one appointment.

1621. Are you aware that the late Postmaster-general appointed many more in the same time?—He only appointed to the vacancies that were absolutely necessary to be filled up.

1622. Vacancies, then, were filled up?—Yes.

1623. And since that the vacancies have not been generally filled up?—I am nearly certain that Lord Lichfield had not many guards to appoint; my own impression is that he had very few latterly.

1624. Do you happen to know that he had ten times as many to appoint as Lord Lowther?—He had many more than Lord Lowther. At one time he had many to appoint, but latterly he had not.

1625. Mr. *Hawes.*] You stated that the clerks who assisted you in preparing this Return, No. 201, were not now in the Post-office?—I can hardly say that they assisted me, for I did really hardly give any attention to this Return, except that they asked me questions upon it; the only question that I recollect that they asked me was as to how they should take the number of letters, and I told them to take a week in December and multiply it by 52. I recollect perfectly giving that order, but with the other portion of the Return I had very little concern. As I told the Honourable Member before, I was quite overwhelmed with the details of the office, and especially with the details of the French Treaty, which I think I went over 20 times, canvassing every article with Monsieur Dubost.

1626. You stated that they had had foreign appointments given them?—The one has been appointed to a surveyorship in Upper Canada; the other, who was in the Accountant-general's office, has been appointed to the surveyorship in New Brunswick. There was a difficulty in getting an officer to go to New Brunswick; none of the surveyor's clerks would take it, and this young man had been appointed some short time before, and seemed to like an out-door appointment better than the one in the office; and Lord Lowther therefore offered it to him, and he accepted it.

1627. Could you put in the date of those appointments?—Certainly.

1628. Will you have the goodness to do so?—Mr. John Dewe was appointed 3 April 1843; Mr. J. B. Lang was appointed 11 May 1843.

1629. Will you turn also to Question 1385, p. 208; you there state that the Foreign and Colonial expenditure amounts to 100,410 *l.*; can you give the Committee the details of that?—I can; this is furnished by the Accountant-general: "A Statement of the Foreign and Colonial Expenditure for the year ending the 5th January 1843; Salaries, 20,399 *l.*"

1630. Does that include the whole of the salaries of agents abroad at foreign stations?—I should say so; but the Honourable Member shall have a dissection of this item of 20,393 *l.*

1631. Will you have the goodness to give the detail of the 100,410 *l.*, and the detail of the salaries charged in the first item of the agents, stating the stations separately?—Certainly.

1632. *Chairman.*] In answer to Question 1512, you state, that so far as this Return, No. 201, is concerned, "in the general result of it I have a thorough conviction of its general correctness, looking at the result of the penny postage on the revenue of Ireland, the postage of Ireland having scarcely paid its expenses since the Penny-post, Ireland being destitute almost entirely of foreign correspondence;" do you consider that the state of the Post-office revenue and expenditure in Ireland, since the introduction of the penny-postage system, affords a just criterion of its effects upon the inland postage?—Indeed it seems to me to afford a very fair criterion. You have the revenue of Ireland clearer of many of the disturbing causes which apply to England, so as to enable you to come to a juster estimate of the result of the penny postage than in England. Ireland has comparatively little foreign correspondence; consequently the greater part, one may say almost, the whole of its correspondence will be inland correspondence.

1633. Are you prepared to state what was the gross and net revenue of the Irish Post-office for the three years prior to the introduction of the Penny-post system?—I have it not before me.

1634. Will

1634. Will you furnish the Committee with such an account, made up in the same manner as the accounts of the gross and net produce of the Post-office in Ireland are stated in the annual Finance Accounts, for the three years prior to the 5th of January 1840, and for the three years subsequent to that period?—Certainly. I have an account for the year ending the 5th of January 1840 and the three subsequent years; I hold in my hand that account.

1635. Will you state what has been the gross and net produce of the Irish Post-office during that period?—The gross produce, after deducting returns, in the year ending 5th of January 1840, was 227,848 *l.*; the expenditure was 109,000 *l.*; and the net produce 118,000 *l.* In the year ending the 5th January 1841, the gross produce, after deducting returns, was 97,000 *l.*; the expenditure was 116,000 *l.*; the net produce was nothing. In justice to Mr. Hill, I should here state that stamps were at that time introduced into England, but not into Ireland, consequently we should receive some portion of the Irish revenue in England; that will account for the great difference, in my mind. In the year ending January 1842, the gross produce, after deducting returns, was 126,000 *l.*; the expenditure was 125,006 *l.*; the net produce was 1,099 *l.* In the year ending 5th January 1843, the gross produce, after deducting returns, was 128,000 *l.*; the expenditure was 127,000 *l.*; the net produce was 1,027 *l.*

1636. Mr. *Tennent.*] Does your observation with reference to stamps apply to the last year?—No; the stamps were issued in Ireland in the end of the year 1840, or the very beginning of the year 1841, but the exact date can be given. I think at Dublin and Edinburgh they were issued previously to being issued in the country; but the whole of Ireland was furnished with stamps at about the end of the year 1840, or certainly the beginning of 1841.

1637. *Chairman.*] In the account of the expenses of the Irish Post-office, is any charge for the packet establishment included?—No charge is included at present in the Post-office Return; the expenses of all the packets are borne by the Admiralty, with the exception of those where the expense is under 500 *l.* a year; there are not above three or four instances of those.

1638. Then the sum of 127,000 *l.*, which is the amount of the expenses of the past year, includes only the expense of the establishment in Dublin, and the expenses for the distribution of letters in Ireland?—Certainly.

1639. Can you state whether the number of letters in Ireland has increased in nearly the same proportion as in the other parts of the United Kingdom?—I should say they have very much followed the same proportion.

1640. Can you state what were the number of letters in the year ending 5th January 1840, as compared with those of the last year?—In the week ending 24th of November 1839, which was taken in order to afford a standard of the number of letters under the old system, as compared with the number under the system that is about to be adopted, the number of letters appears to be 179,931; in the week ending 31st of June 1843, which is the last week I have, the numbers were 437,304, They have doubled, and half as much more; not quite trebled.

1641. Mr. *Hawes.*] You are speaking of purely Irish letters, not of letters that merely pass through Ireland?—I am speaking of the number of letters delivered in Ireland in a particular week.

1642. Will you look at that account; do you conceive that that is an accurate statement of the estimated number of letters delivered in the different parts of the United Kingdom, made up upon the principle you have mentioned, viz. taking one week in November in each year since 1839?—This is made up by taking one week in each year, multiplied by 52. In the week ending 24th November 1839, the numbers were in Ireland, for the year, calculated on the principle above-mentioned, 9,356,412. In the week ending 22d November 1840, the numbers were 20,054,944. In the week ending 21st November 1841, the numbers were 20,977,892. In the week ending 20th November 1842, the numbers were 24,649,612.

1643. Which is an increase of not quite threefold?—Not quite.

1644. Will you state what has been the result in the number of letters in the United Kingdom, during the same period?—I will deliver in the Account.

[*The same was delivered in and read, as follows:*]

ESTIMATED ACCOUNT of the Number of Letters for a Year, calculated upon the Weeks ended 24th November 1839, 22d November 1840, 21st November 1841, and 20th November 1842.

| YEAR, Calculated upon Week ended | ENGLAND AND WALES. | | | | TOTAL, IRELAND. | TOTAL, SCOTLAND. | GROSS TOTAL, UNITED KINGDOM. |
|---|---|---|---|---|---|---|---|
| | Country Offices. | London, Inland, Foreign, and Ship Letter. | London District Post. | TOTAL, England and Wales. | | | |
| 24 Nov. 1839 | 39,776,776 | 11,923,184 | 13,454,844 | 65,154,804 | 9,356,412 | 7,959,380 | 82,470,596 |
| 22 Nov. 1840 | 93,876,900 | 25,613,848 | 20,138,664 | 139,629,412 | 20,054,944 | 20,033,624 | 179,717,980 |
| 21 Nov. 1841 | 105,527,240 | 29,353,012 | 22,651,304 | 157,531,556 | 20,977,892 | 21,488,896 | 199,998,344 |
| 20 Nov. 1842 | 116,585,768 | 30,869,592 | 23,209,732 | 170,665,092 | 24,649,612 | 23,217,688 | 218,532,392 |

(Right cast.)

Accountant-general's Office, 29 July 1843.

(signed) *Charles Compton*, Deputy Accountant-general.

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1645. In the first week of that Return franks were included, inasmuch as you state that it preceded the introduction of the penny postage?—Certainly, all desciptions of letters; and they ought to be included.

1646. *Chairman.*] It would appear from the Return, that the increase of correspondence in Ireland consequent upon the introduction of the penny-postage system has been equal to that in the other parts of the United Kingdom?—Somewhere about the same. I have not examined it as to accuracy with regard to a million or two, but the general proportion is the same.

1647. Do you therefore infer that the results upon the revenue and expenditure of the Inland Post-office in Ireland is a general criterion of the results of the penny postage upon the inland postage of the other parts of the United Kingdom?—I think so; a very fair one, generally speaking.

1648. And therefore you infer that the general result of the Return, No. 201, showing a very small profit upon the inland postage of the United Kingdom, is tolerably accurate?—I do.

1649. Mr. *F. Baring.*] Have you ever compared the difference of expense of conveying letters in England and in Ireland?—I do not see how you are to get at it.

1650. Do not you think that your proportion of expense is much larger in Ireland, with reference to your revenue, than it is in England?—I have no means of arriving at that conclusion. I should say, generally speaking, the mails have paid a higher rate in Ireland than they have in England. My own impression also is, that the postmasters' salaries in Ireland are higher for the work done than they are in England; but I can scarcely say, with those exceptions, that the expenditure of Ireland is greater in proportion than the expenditure in England. Other expenses would be lower again; the conveyance by mail-carts would be lower in Ireland than it is in England.

1651. Is it not necessary for you to have some estimate of that kind before you can tell us that we are to take Ireland as a means of getting at the effect of the Penny-post system in England?—I do not tell the Honourable Member that he is to get at it in that way; I tell him upon what my own conclusion is formed. I find Ireland with a separate exchequer and a separate expenditure, the exchequer perfectly distinct and the expenditure perfectly distinct; the measure of penny postage is introduced into Ireland; the revenue of Ireland is derived, or by far the greater proportion of it, I should say nearly exclusively, as far as my own opinion is concerned, from the inland letters, and the effect of the penny postage upon the revenue of Ireland is to take away all the profit from the Government that it before derived from postage; that is the effect in Ireland. In England you have foreign postage, which gives you a considerable revenue; and when the penny postage is introduced into England you have a certain surplus. The question is, how much of that surplus is derived from foreign revenue, and how much from inland. This Return, No. 201, gives certain proportions; those proportions are perhaps wrong to a certain extent; we may have wrongly divided them. I have told the Committee upon what data we have divided them; that goes to the composition

of

of the Return; but my opinion is, that the general result at which we have arrived is the true one; that the penny postage brings very little revenue to the country, and that by far the greater portion of the revenue is derived, as Lord Lowther thought when he came to the Post-office, from foreign postage.

1652. But returning again to the point: if your profit under the old system derived in Ireland was, in proportion to that derived in England, very small, it is quite possible, is it not, that your reduction of postage revenue in Ireland may entirely have got rid of the surplus without having had that effect in England?—I think it may to a certain extent, and that the expenses in England are proportionally larger than the expenses in Ireland. There are some charges that would apply to England which would not apply to Ireland, but of which Ireland might get the benefit; for instance, the railroad expenditure, a great portion of that expenditure would obviously be for Ireland, and yet would be charged on England; consequently the English expenditure might be higher proportionally than the Irish expenditure. There is no doubt again, that the English revenue would be proportionally greater than the Irish revenue would be; and that appears from the facts. The gross revenue of Great Britain for the year ending the 5th January 1840 appears to have been 2,162,900 *l.*; the expenditure seems to have been 631,000*l.*; consequently the proportion of revenue, as compared with the expenditure, would be something more than three to one. In Ireland the revenue is 227,000 *l.*, as compared with 109,000 *l.*; consequently the proportion the revenue has borne to the expenditure is higher in Great Britain than it is in Ireland, in the proportions mentioned, namely, three to one, and two and a quarter to one. The Honourable Member's surmise, therefore, would be perfectly correct to a certain extent; the question is to what extent, and the fact comes out that the penny postage has been more profitable in Great Britain than it has been in Ireland. But still I maintain that I have a perfect right to argue from the non-success of the penny-postage in Ireland, as compared with Great Britain, that the general result of that Return is borne out, namely, that the penny-postage has produced very little revenue in Great Britain, having produced none in Ireland, and that the greater proportion of the revenue in Great Britain is derived from foreign postage.

1653. Do not the Finance Returns give the per-centage at which the revenue for the Post-office in Ireland and that for England are collected?—They do.

1654. What were the per-centages in 1839 in England and in Ireland?—Twenty-seven in England and 42 in Ireland.

1655. Will you have the goodness to see what the per-centage in the present year is?—It appears to be 56 in England and 96 in Ireland.

1656. Are you still of opinion that the expense of carrying the inland letters in England is the same as it is in Ireland?—The Honourable Member will recollect that the per-centage is calculated upon the inland and foreign postage combined; if the Honourable Member will take off the 500,000 *l.* of foreign postage, I have not the least doubt, if he makes the calculation, that he will find that the rate of collection upon the English postage very much assimilates to that of the Irish.

1657. Then you are still of that opinion?—I am.

1658. Mr. *E. Tennent.*] Are your contracts for mail-coaches and mileage in Ireland higher or lower than in England?—I think they are higher; there is much less competition.

1659. Mr. *Hawes.*] Did I understand you to say that the penny-postage produced no revenue in Ireland, and little in England, and that the little that was produced in England, was chiefly upon the foreign and colonial postage?—I think the greater proportion of the net revenue since the penny postage is derived from the foreign and colonial postage. What proportion, has been the controversy between us all the way through the evidence. The Return has stated 500,000 *l.* as foreign and colonial postage. The data of making that Return I have explained to the Honourable Member. Mr. Hill, I believe, admits that the foreign postage amounts to about 300,000 *l.* Consequently upon Mr. Hill's statement, the penny postage would have produced in revenue 300,000 *l.* if our Returns are correct, and the Committee have the data before them upon which they are founded; instead of 103,000*l.*, or whatever it ought to be, as stated in No. 201 Return.

1660. The 103,000 *l.* is the net receipt upon the inland letters and money orders, according to the Return?—But 500,000 *l.* is the amount of foreign postage; that only leaves 100,000 *l.* for the inland, the whole revenue being 600,000 *l.* I am speaking now from memory, but the Return 201 shows it.

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The expenditure is about a million, and the revenue 1,600,000*l.*; therefore there is a clear revenue of 600,000*l.* The question is how that is divided.

1661. Do I understand you to say that the chief revenue derived from the penny postage system is derived from the foreign and colonial postage?—I think it is; but the Honourable Member cannot call that the penny postage system, inasmuch as the foreign and colonial postage rate is not a penny rate on letters. The penny postage is that system of postage which is now in operation within the United Kingdom; but taking the whole revenue from postage, I am firmly of opinion that the greater portion of that revenue is derived from foreign and colonial postage.

1662. Is it or is it not the fact, that according to the Return before us the higher rate of postage, which is, as you state, the foreign and colonial, shows a deficiency; whereas the penny postage shows a net revenue from inland letters and money orders of 103,000*l.*?—It shows a small surplus.

1663. But does the foreign and colonial postage show any surplus at all?—It shows no surplus when you come to deduct the packets; but I have been considering the question without any reference to the packets at all. I am taking the Post-office revenue as I was before taking it, the packets being supposed to be a charge upon the Admiralty, as they were before the penny-post system, and being a charge upon the Admiralty still. This Return is prepared, not for the Post-office, but for the Chancellor of the Exchequer, to show the subject according to a particular view of his own.

1664. Have you any objection, then, to frame a new return, in order to show the subject up in another point of view, namely, to show what will be the amount of net revenue, deducting the packet establishments?—We have no objection to do it. As I have stated over and over again, looking at it as regards the Post-office revenue now as compared with what the Post-office revenue was before the penny-post, the surplus of income over expenditure is somewhere about 600,000*l.*

1665. You state that that is now mainly derived from the postage on foreign and colonial letters?—I think so.

1666. The account which you have put in shows that the foreign and colonial postage, after deducting the charges, produces but a deficiency, and no revenue?—Yes; but I must beg that the Honourable Member will confine himself to my supposition, which is, that the packets are not mixed up at all with the subject. I maintain that if you strike the packets altogether out of the question, and look upon the Post-office revenue as Post-office revenue without the packets, the real statement of the question in round numbers may be about 1,600,000*l.* gross revenue, and about 1,000,000*l.* expenditure, and that the surplus is about 600,000*l.*; of which, according to this Return, if this estimate for two months is correct, 500,000*l.* is derived from foreign postage, leaving the produce of inland penny postage at 100,000*l.* out of 600,000*l.* The original Return, which was sent to the Chancellor of the Exchequer, made no mention of packets at all; it was simply a division of what was considered inland revenue, and what was considered foreign and colonial revenue; that was subsequently introduced in this form by desire of the Chancellor of the Exchequer.

1667. Mr. *Denison.*] Is that the same as the Return that was made to the House of Lords?—The Return moved for by Lord Monteagle was a continuation of the Return that was ordered from the Treasury, which I have always called Mr. Hill's Return. If I am not very much mistaken, I have two or three private letters from Mr. Hill at this moment in my possession, with reference to this Return, begging that it may be made up in a particular form. I will see if I have them, and if Mr. Hill gives me permission I will produce them; but at any rate the order to prepare this Return came to me from the Treasury, I think when Mr. Hill was at the Treasury; and, as I have stated, I had some correspondence with Mr. Hill on the subject, which established in my mind the fact that it was Mr. Hill's Return. In addition to that it was a Return prepared, as it seemed to me, rather with an object, and not such a Return as I should have given myself; but that was no affair of mine. Mr. Hill was at the Treasury, and if the Treasury ordered us to make a Return, the Return was of course made without any observations. Early in the present session Lord Monteagle's Return was moved for, and a note came to us, I think from Mr. Crafer, or some officer in the Treasury, telling us, that as it would take a long time to prepare it, it would be quite sufficient if we brought down the printed Returns formerly moved for in the House of Commons to the present time. The printed Returns were accordingly corrected,

and

and I think they were sent in precisely in this shape, with a few leaves added to them, brought down to the latest period. We considered it nothing more than a continuation of the old House of Commons Return which had been previously ordered by the Treasury.

1668. Mr. *F. Baring.*] That Return was originally moved for when I was at the Treasury, by myself, I think?—Yes.

1669. There was an anxiety to communicate to the public the result of the penny-postage system, and the Return was framed with that view?—Yes.

1670. You state that the Return is in a manner which you would not have proposed yourself; will you have the goodness to inform the Committee whether you stated so to me at the time?—I do not mean to state that the Return is an erroneous Return, but I think it was calculated to convey an erroneous impression of the number of letters.

1671. Will you have the goodness to state how it was calculated to convey that impression?—I have always considered that it was calculated to lead to an erroneous opinion as to the increase of the number of letters, and for this reason, that in this Return were included all letters that passed through London. In consequence of railroads all centering in London, the number of forward letters passing through London now has enormously increased, as compared with what it was under the old system; the cross correspondence of the country, in a great number of cases, now passing through London, owing to the day-mails having accelerated it, which correspondence formerly never passed through London; consequently, this Return at the present time would include a great portion of the cross correspondence of the country, as forward letters, passing through London, thereby swelling the number as compared with the former period, during which the cross correspondence would not pass through London; therefore it was calculated to convey an erroneous impression of the increased number of letters, whereas the number of letters would not have really increased. The number of letters which appeared would have been, in a great many cases, forward letters.

1672. But would not that be corrected by the Return No. 3, which is a Return of the country offices?—That we consider the most correct Return we have; and that would have afforded the correction; but I think I have seen this other Return quoted in statistical documents, as conveying this erroneous impression.

1673. Is not No. 3 as fair a Return as you can possibly give upon that matter?—No. 3 is a proper Return.

1674. And that was one of those Returns which together with others were laid upon the table of the House, and formed a part of what you call Mr. Hill's Return?—Certainly.

1675. Mr. *Escott.*] No letters could have been stated twice over in that Return?—No; but people would not have been aware, unless they had known of the change in the Post-office, that a very different number of letters passed through London four or five years ago to the number that passes through London at the present time.

1676. But in giving the whole number of letters for the United Kingdom, that could make no difference, unless letters appeared twice?—None whatever; the Return for the United Kingdom gives correct number.

1677. Mr. *F. Baring.*] Does it appear that the letters passing through London, referring to Return No. 3, have increased in so much larger a proportion than those which are returned from the country offices. If you compare the number of letters from the country offices, in Return No. 3, with the London, inland, foreign and ship letters, is it the case that there is that large increase?—I am not alluding to No. 3, but to the other Return; but the Honourable Member will see that the number for four weeks, ending the 31st of December 1842, is 5,438,000; the number of the London, inland, foreign, and ship letters for the week ending 25th of December 1842, by the Return, is 576,000: the one is for four weeks, and the other for one week; that makes 2,000,000, as compared with 5,000,000.

1678. But No. 3 you consider the fairest Return?—For comparison, it is a Return to be trusted, but not beyond comparison.

1679. And that formed part of the Return laid upon the table of the House of Commons?—Yes.

1680. Mr. *Cripps.*] You said that that Return was calculated to mislead, in the same sense in which Return 201 was calculated to mislead; you have said that neither Return is made up in the form in which you would have made it up, unless you had been ordered to do so by the Treasury; is not that so?—Certainly; but

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it is a mere matter of opinion. If I had wished to give a clear statement, I should not have adopted that form.

1681. Mr. *Hawes.*] But the Return in question, which was continued after Mr. Hill left the Treasury, I understood you to say was one which might lead to an erroneous conclusion?—I think so.

1682. Then, after Mr. Hill had left the Treasury, when, of course, you could have represented that matter to the Chancellor of the Exchequer or the Treasury, did you, or did you not, represent that that might lead to an erroneous conclusion, and offer to make the Return in another form?—Certainly not. Lord Monteagle is not in the Government, and he only moved for it as an individual peer.

1683. Mr. *F. Baring.*] The Return for the London District-post is a fair Return, even according to your own impression?—I think so; it has always been made up in the same way.

1684. It is only No. 1 to which your remark would apply?—Yes; from including the forward letters it would swell the number of letters; and any person not acquainted with the Post-office would be misled by it.

1685. Mr. *Hawes.*] Do I understand you to admit that the Return to the House of Lords was one liable to lead to an erroneous conclusion, and that you made that Return without appending any note or explanation to it, so as to prevent the public being misled by it?—Certainly.

1686. Mr. *Escott.*] Is it part of your duty to make suggestions to Peers as to how they should move for Returns?—Certainly not.

1687. Mr. *Hawes.*] But is it not part of the duty of the Post-office to make such Returns as shall lead to correct and just conclusions?—The duty of the Post-office I conceive to be to obey orders, and those orders appear upon the head of the Return.

1688. Mr. *Denison.*] I asked you the other day whether you could furnish a Return of the number of packets which the Post-office is now in the habit of carrying, and which it was not in the habit of carrying before the penny postage was established; is that the Return?—This is the Return, which I believe was made previously to Lord Lowther, and of which I had a copy made for the Committee; this is a Return prepared by the superintending president of the Inland-office, I believe in consequence of some wish of Lord Lowther's.

[*The same was read, as follows:*]

RETURN showing the Number of PACKETS and PARCELS, and the POSTAGE Paid or to be Paid thereon, which, from the Nature of their Contents, are supposed to have been introduced into the Post-office by Parties availing themselves of the benefit of the Penny-postage Plan, for One Week, commencing 27 October 1842.

| DATE. | INWARDS. | | OUTWARDS. | | TOTAL. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. |
| Oct. - 27 | 2,432 | 52 3 6 | 3,914 | 94 3 8 | 6,346 | 146 7 2 |
| — 28 | 2,913 | 60 15 10 | 4,344 | 87 16 4 | 7,257 | 148 12 2 |
| — 29 | 3,461 | 66 6 6 | 4,163 | 80 8 9 | 7,624 | 146 15 3 |
| — 31 | 4,296 | 93 10 5 | 5,237 | 100 6 1 | 9,533 | 193 16 6 |
| Nov. - 1 | 2,400 | 57 14 5 | 4,038 | 84 17 8 | 6,438 | 142 12 1 |
| — 2 | 2,781 | 67 12 – | 4,444 | 93 6 – | 7,225 | 160 18 – |
| | 18,283 | 398 2 8 | 26,140 | 540 18 6 | 44,425 | 939 1 2 |

*N. B.*—This Return refers to the packets, &c. passing through the London office only.

Inland Office, 3 Nov. 1832. (signed) *W. Bokenham.*

1689. Then packets of that description may be passing across the kingdom of which you have no account?—Certainly, and we can form no opinion upon the number without keeping Returns at every office of the description of packet passing through.

1690. That is a description of packet that was never conveyed by the Post-office before the penny-post was established?—I do not say never conveyed, for the point was left to the discretion of the officers; according to the opinion of the officers, it never would have been carried under the old postage system; I apprehend that

that was the line they took; it was prepared by the superintending president by orders given to him, and I would rather he was examined upon it, inasmuch as they are not my orders issued to him, but I understood from him that those packets would never have passed through the Post-office under the old postage system, according to his opinion, and that of the officers selecting the packages.

1691. Mr. *Cripps.*] They would all form part of the letters?—Yes.

1692. Mr. *Denison.*] And form part of the general income?—Yes.

1693. Mr. *F. Baring.*] Is it not a great convenience to the public in the manufacturing districts that they have the power of sending patterns by post?—There is no doubt that it is.

1694. Mr. *Denison.*] Are you able to form any opinion of the charge for packets now as compared with the charge formerly made?—This Return would show a very small average rate of postage for such packages: it would come to about 4*d.* or 5*d.*; it would be about 220,000 packets upon 50,000*l.*

1695. Mr. *F. Baring.*] Is there any great inconvenience created to the Post-office by the increase of those packages?—The Inland offices complain of it.

1696. *Chairman.*] Are you aware of the circumstances attending the negotiation for the establishment of the New Packet Company at Jersey, who offered to convey the mails at a very reduced price from Southampton?—This is my precis that has been made out for me of the papers in the Post-office.

[*The same was read, as follows:*]

ABSTRACTS of Tenders for Conveyance of Mails between *Southampton* and the *Channel Islands.*

| DATES. | CONDITIONS. | AMOUNTS. |
|---|---|---|
| 14 April 1840. Mr. Bell. | *Commercial Steam Packet and South of England Steam Navigation Company:* | £. |
| | Offer to convey the mails three times a week in summer and twice in the winter, for - - - - - - - | 4,000 |
| 3 June 1842. Mr. Rolfes. | *Projected Company:* | |
| | Offer to convey the mails throughout the year, three times a week, between Southampton and Channel Islands, and thence twice a week to St. Maloes and Granville - - | 3,000 |
| 24 Nov. 1842, through the post-master of Southampton. | *South Western Railway Company:* | |
| | Offer to convey the mails between Southampton and Channel Islands, twice a week, for - - - - - | 2,000 |
| | And also upon the same terms as Mr. Rolfes, for - - | 2,800 |
| 24 Nov. 1842. Mr. Le Feuvre. | *South of England Steam Navigation Company:* | |
| | Offer to convey the mails between Southampton and the Channel Islands, twice a week, for - - - - | 4,000 |
| | Three times a week, for - - - - - - - - | 5,500 |

This is a short abstract which I have had made of the papers in the Post-office, and of all the correspondence which appears upon the records of the Post-office upon this subject; if there has been anything further it cannot be traced. Lord Lowther has an impression that he has seen something; I rather think he must have seen it either at the Treasury or the Admiralty; no one besides himself has any recollection upon the subject.

1697. Are you able to state what is the cost to the public of the present establishment of packets from Weymouth to the Channel Islands?—As far as I can ascertain from the Admiralty Return, which was furnished to the Post-office from the Admiralty on the 11th of April 1843, I see that the Weymouth expenditure is returned at 8,024*l.* The packet receipts are returned at 2,750*l.*, making a difference of 5,274*l.*

1698. At present, then, the actual cost of the Weymouth packets is 5,274*l.*?—Yes. The Committee will allow me to say that the question of the transfer of

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packets from Weymouth to Southampton was not a Post-office question; we have always considered that the stations of the packets rested with the Treasury, as representing the general Government, and that with the Post-office the first question, therefore, to be determined would be, whether the Treasury chose to consent to transfer the packets. I may state upon this subject, that the Treasury appointed a Commission, consisting of Admiral Sir James Gordon, Captain Drew, of the Trinity House, and Mr. Lawrence, the assistant secretary of the Post-office, to consider which would be the best port to despatch the West India packets from. After they had terminated their inquiry, a further point was referred to them, as to what was the best port for communication between the Channel Islands and the United Kingdom. That Commission decided—Mr. Lawrence, I think, was unable to attend at that time, therefore the Commission at that time consisted of Captain Drew and Sir James Gordon—they decided that Weymouth was the best port; consequently, the Treasury had to reverse that decision on the part of the Commissioners first, before the Post-office could take any step to transfer the packets from Weymouth to Southampton. When the Treasury had made their decision, then it would have become the duty of the Post-office to assist the Admiralty; though it was an Admiralty service, and the Admiralty business to arrange the contract, as they had been called upon by the Government to do so, to assist the Admiralty in getting the service performed as economically as possible. The Post-office really and truly had nothing to do with the question, except so far as they were ordered to make inquiries and to look out for tenders by the Treasury; that order they complied with, and I have read to the Committee the result of those inquiries.

1699. Did those tenders contain offers to perform the service at the prices you have mentioned for any specific length of time?—I really cannot say. I rather think not; but the Papers would show. My own impression is, that with regard to the projected Company of Mr. Rolfe, Lord Lowther made some minute that he was not very much disposed to go into the question, inasmuch as all those companies are very ready to perform the service on reasonable terms at first, and then afterwards they raise their conditions; and that he was not therefore prepared to go into the subject unless the company would undertake to convey the mails for some specific period of time. That is my impression; I do not wish to bind myself; but I have some vague recollection on the subject of his having made a minute to that effect.

1700. You will observe that it is stated by Mr. Hill, in his evidence, that a saving of 6,000 *l.* might have been made by a change in the packet service; if you refer to page 78 of the Evidence, you will see that that saving was to be effected by accepting the offer of Mr. Rolfe?—All I can say is, that the Post-office have never had any such offer as would have enabled them to effect the saving contemplated; the tender must have been 400 *l.* or 500 *l.* a year.

1701. Mr. *Hawes.*] How often do the packets go from Weymouth at present?—Twice a week; the mails are made up on Tuesday and Friday in London.

1702. Was it intended or not to have a third departure from Weymouth?—It was intended to have a third departure from Weymouth by the Treasury, but that has not yet been carried into effect. The Admiralty have had difficulties, I believe; we have applied, and they have told us that there were difficulties.

1703. I see by the Evidence that Mr. Hill presented a Report, dated the 15th of August 1842; have you read that Report?—I may have seen it; I do not recollect it at this moment.

1704. You do not recollect its contents as to its bearing upon this subject?—Certainly not.

1705. Perhaps you will have the goodness to refer to it, in the event of its being necessary to examine you upon it?—Certainly. The Committee are aware that ship letters go by Southampton to the Channel Islands at the same rate as packet letters, at 1 *d.*

1706. *Chairman.*] Will you state how many opportunities there are each week of sending letters from Southampton to the Channel Islands?—They would go by every ship.

1707. Mr. *Hawes.*] Can you state to the Committee when the Post-office first put itself in the way of obtaining tenders for the conveyance of the letters?—I cannot, except by the correspondence; the Honourable Member can have all the correspondence; it was in consequence of a Treasury Order.

1708. Can

1708. Can you give the Committee the date of that order?—It must have been somewhere about the end of 1842, October or November.

1709. Mr. *Escott.*] What is the whole expense of the Channel Island packets?—I think I made it out from the Admiralty Return to be about 5,300 *l.*; that is the net expense.

1710–12. Then the saving estimated by Mr. Hill as 6,000 *l.* is 700 *l.* more than the whole expense; is that so?—Yes, it seems to be so.

1713. Mr. *F. Baring.*] Is that estimate merely the annual expense, or does it include other expenses?—I do not know how it is made up.

1714. Mr. *Hawes.*] Are you going to carry the transfer from Weymouth to Southampton into effect or not?—I do not know that we are; we have had no orders.

1715. Mr. *Trotter.*] The Commission has reported against it?—Yes; and the Chamber of Commerce of Jersey petitioned against it two years ago very strongly; they said that they would be prejudiced by the change. Now, I believe, they would rather like it; they have changed their opinion.

1716. Mr. *Cripps.*] With reference to your answer No. 1071, do you think it at all likely that any arbitrators would award to the Birmingham and Gloucester Railway Company 8,000 *l.* for one special train, when they have awarded them 10,000 *l.* only for two special trains?—I think it very likely that they would, inasmuch as this is a night service, at a very inconvenient hour; and the Railway, I know, insisted that, if it had not been for the Post-office, they would not have had any night service at all, and that our arbitrator admitted. They made the whole police establishment for those two trains a night police, a charge upon the Post-office; and it has been my duty always to ascertain, and it is a very troublesome one too, that the night police is actually employed, because, if they were not employed, I should open the reference again, in order to get lower terms. And then the Honourable Member will allow me to add, that in order to do away with the train, it was necessary to increase the speed enormously, up to a point which the company could scarcely attain; consequently the Company would have been put to great inconvenience from that increased speed. I certainly thought that it would not be practicable at all, but the Company were prepared to do it; but, of course, they would demand more proportionably in regard to price.

1717. *Chairman.*] With reference to the evidence of Mr. Hill, in page 75, do you consider that by any revision of the salaries of the officers in the Post-office any material reduction of expense could be effected?—My own feeling is, that the salaries are very low. I fear that if you were to revise them you would rather pay more than less. This I know, that almost every office in London has petitioned for an increase of salary since Lord Lowther has been there, and they also did so under Lord Lichfield. Though my honourable friend the late Chancellor of the Exchequer very kindly took their cases into consideration, and gave them some relief for the low salaries, the very miserable pittances which they received, notwithstanding this, there have been constant complaints and constant applications for increase. All I can say is, that the great majority of the cases come before me of applications for increase of salary from the country, and I am literally overwhelmed with them. Only the other day, in a case that was tried in Scotland, of one of our surveyor's clerks, for fraud, the Lord Chief Justice Clerk, in passing sentence, said, that although there had been serious complaints on former occasions of the very low salaries paid to officers of the Post-office, which have tempted them to commit crime, that that case was not a case in point, as the individual was fairly remunerated. I only mention this as conveying the impression of a judge on the Bench that the officers' salaries are very low.

1718. Does the principle of combining with the low rate of salary an increase according to length of service, apply to the Post-office servants?—Certainly; in the great majority of cases they commence with a low scale and advance progressively with length of service. Provided they are competent to fill the higher classes, they advance by seniority to the higher situations.

1719. What is the salary that persons appointed as clerks in the Post-office receive upon their first appointment?—I think that in my own office it is 90 *l.* for the first three years. In the Accountant-general's office it is 90 *l.* In the Inland-office about 70 *l.* In the Inland-office it was, some time ago, 65 *l.* There was a very large class of individuals on 65 *l.*, who remained at 65 *l.*, whatever might have been their length of service, till by a death vacancy, or by a vacancy of some kind, they were removed into a higher situation. I think my honourable friend the late

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Chancellor of the Exchequer raised that; he thought 65 *l.* too low for a clerk in a public office to subsist upon in London, and he raised them to 70 *l.*, which is the present amount, and with a scale for length of service. I can furnish the Committee, if they please, with the scale of salaries in the Post-office.

1720. Mr. *Wallace.*] Is the system of a scale of salary for length of service in practice in the country as well as in London?—In some few cases it is. The case of Bristol was submitted to my honourable friend the late Chancellor of the Exchequer, by Lord Lichfield, the late Postmaster-general, and I think there was a scale at Bristol introduced, which we attempted to make a model in subsequent cases; they began at 60 *l.*, and rose, after length of service, to higher salaries; but I can furnish the Honourable Member with the scale. I fear that the Treasury considered it very high when we attempted to apply it to other cases.

1721. The question which I put was, whether the practice of giving an increase of salary, according to length of service, obtained in the country as it did in London?—Each office in the country is an office in itself, and I do not think it does.

1722. Then the case of Bristol would be an exception to the rule, as regards country post-offices?—Liverpool, I think, and Manchester, come under the same rule. I can furnish the Honourable Member with a good number of cases, but I should say, as a general rule, there is no fixed scale applicable to country offices; they all rest upon their own particular basis. I should be very anxious to have one general scale applicable to them all introduced, if possible.

1723. Would the scale be according to seniority, or good conduct, or both?—Both combined, I should say.

1724. *Chairman.*] Do you consider that any great saving could be made in the number of persons employed in the metropolitan offices, by an extension of the hours of attendance?—If you extended the hours of attendance, of course you might reduce your force; but I do not think it would be fair; it would press very hardly upon the officers. All I can say is, that I have a great deal of sickness at the present moment in most of the offices.

1725. Can you state what is the average attendance of the several clerks and other officers of the head office?—In my own office, I should say the attendance is greater than in most of the offices, seven or eight hours a day. The clerk in waiting and the two or three clerks who help him, attend more hours than that. In the Inland Office it is returned at about seven hours. In the Accountant-general's Office, I do not think it would be above six, the same number of hours as are usual in public offices, the Customs and the Ordnance, to which I can speak, and in most public departments, ten to four.

1726. Mr. *Hawes.*] What are the hours in the Money-order Office?—Six hours; some come earlier, but they are allowed to go away earlier; in the Money-order Office they are exceedingly pressed; I have been obliged to refuse all leave.

1727. Have the salaries been advanced?—I do not think there is one instance where there has been an advance of salary in the metropolitan establishment.

1728. Mr. *Patten.*] There has been in the country districts, has there not?—Yes, but not materially.

1729. Mr. *Hawes.*] Are not the salaries increased by payments for extra work in the Post-office?—Yes; for instance, I may state that in my own office, orders are sent down to me to prepare Returns for this Committee; my own clerks are overwhelmed with their duties, and this must be done at extra hours, and copies of papers for the Treasury must be made at extra hours, or the Treasury must wait. In my own office, I have eight or nine extra clerks constantly employed, besides the work which is done at extra times; in the Money-order Office there has been a great deal of extra assistance.

1730. *Chairman.*] Are any of the persons employed in the metropolitan office engaged in any other occupation or business?—I think there are some few in the Inland Office; when I first came to the Inland Office, there were a great number, but the duty now is of a different description from what it formerly was; it has been extended by the day mails over the middle of the day, so as to preclude the greater part of those engaged in other occupations, but I believe there are some still.

1731. What situations do those persons fill in the Post-office?—One was a vice-president; I think he was vestry clerk of Lambeth; he is now dead; I believe one was a stockbroker, and various occupations of that sort.

1732. Mr. *Cripps.*] Are there any regular clerks in merchants' offices employed in the Post-office?—I should doubt it.

1733. You would consider, generally speaking, six hours a full day's work?—I think it is a fair day's work; looking at the payment given to persons in public offices, and their prospects, and looking at the practice in other public offices, I think it would be very hard to make the officers of the Post-office attend a longer period than the clerks at all the Government offices attend; if you introduce a general system, well and good.

1734. You might say that of the clerks, but would you say that of persons who were employed in the manual labour of the sorting of letters; would you say that a man who was engaged in sorting had completed a day's work, being occupied six hours only?—The Honourable Member will see that an officer has to be up at five o'clock in the morning, and he has to attend late at night, and the Inland-office work is considered sharp work; it is not certainly much strain on the intellects; all I can say is, that it is not quite so easy to get an inland officer with sufficient head to do his duty; the superintending president has often complained to me that he has hardly a man that he can really rely upon to take an efficient part in the duty, whenever it comes to any exercise of discretion.

1735. Mr. *Hawes.*] When you say that the officer works six hours, and is obliged to be at the Post-office early in the morning and late at night, will you tell us the periods of the day into which those six hours are divided?—He comes about a quarter before six in the morning, and he cannot get away till half-past nine or ten; he then has to attend again at a quarter before five in the evening, and he cannot get away till the mails have been all despatched at about a quarter past eight; the average attendance is reported to me to be seven hours.

1736. Then he has the whole interval of time between half-past nine and five o'clock to himself?—Yes; and he is able to employ himself in the middle of the day in extra work; for instance, we have always a great number of inland officers employed in the Dead-letter office; at periods of glut there are generally six or eight inland clerks employed.

1737. The salary of the officer is given him for those seven hours' employment, morning and evening?—Yes.

1738. If he works during the intervening period, he is paid extra?—Yes.

1739. Mr. *F. Baring.*] Do you think that that is a good system, employing your own clerks on extra work?—I object to their doing extra work in the particular office in which they are employed, and I do not allow it more than I can help; for instance, a dead-letter clerk I would never allow to be employed in extra work in the Dead-letter office, inasmuch as it gives him an interest to do his work badly in office hours, and then you pay him extra for that which he ought to have done in his regular hours; therefore I never allow, if I possibly can help it, any clerk to benefit by his own negligence in his office; but I do not think that that applies to the other offices.

1740. Can you give us the sum that is paid for extra hours?—We do not pay much; 10*d.* an hour.

1741. Mr. *Hawes.*] Is it the case that the payment for extra work amounts to more than the salary?—I think not, unless the men work very hard; sometimes I am obliged to check them.

1742. You have stated that the salaries of the officers are very low, and that, speaking of the establishment as a whole, there is a great deal of dishonesty?—Yes.

1743. Do you require any previous qualification for appointment in the Post-office?—I really do not know how that is; I have nothing to do with the patronage; the Postmaster-general appoints.

1744. You do not know whether any qualification is required?—I am not aware whether there is any previous qualification; but it is the duty of every officer to report whether the man appointed is fit and competent, after a certain time; if he does not report him fit and competent, the Postmaster-general of course will get rid of him; but that was not the system when I came to the Post-office. I saw that it was absolutely necessary to protect the department from unfit officers, and Lord Lichfield, upon my suggestion, adopted that system; and in many cases parties have been got rid of, after a certain time has been afforded them to get the information, when they have not obtained the intelligence requisite for the performance of their duty.

1745. But, previously to the appointment, is any inquiry made of the character and fitness of the individual?—I do not know; I have nothing to do with the

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patronage; that is entirely managed by the Postmaster-general and his private secretary, except the patronage in my own department, which, I must fairly say, I thought ought to be with the Postmaster-general; and though I did not wish to give it up without having the merit of doing so, I begged Lord Lichfield, when he was Postmaster-general, to exercise the patronage; and I have also begged Lord Lowther to exercise it also, and he has done so.

1746. Mr. *Bramston.*] You said that it was the duty of every officer to report upon the fitness of persons appointed: do you mean the head of each department?—Yes, the head of each department ought to report to me after the officer has been a certain time in the office, generally about two or three months, whether the party is properly qualified for the situation; and not only is that report made upon each first appointment, but upon each rise from one class to another; and if the party who is senior is not reported fit and competent, we should pass him over, and promote the next who was fit.

1747. Mr. *Hawes.*] You stated, that in your office the clerks work about seven hours a day, which is more than the usual period?—Yes.

1748. Do they receive extra payment?—No, they do not. I hold it to be the duty of the clerks in my office to stay as long as the service requires them; and I should not hesitate to call upon them to stay all day and all night too, if it was necessary, without any extra payment.

1749. Mr. *Wallace.*] Then the clerks in the secretary's office do not receive any extra payment?—They may, if they take papers home with them.

1750. Are the clerks in the secretary's office paid at all for extra work?—Not at all for work done at the office, but if they take papers home with them, which is considered as extra duty, they get extra pay.

1751. Are they paid by the hour, or by piece-work?—They are paid by the hour for work not done in the office.

1752. You have already stated that the number of hours for which your clerks officiate in your office is from seven to eight daily?—Yes, about seven, the juniors, except those in waiting.

1753. Is there any department in the General Post-office in London in which extra allowances are not made for what is considered extra work?—I should think not, at times.

1754. In every office in the General Post-office, I understand you to say that extra payment is given for what is called extra work?—Yes. But if the Honourable Member will allow me to explain, that is not done except by the Postmaster-general's own order. On some rare occasions, when the thing has been pressing, I have taken upon myself to order the extra work, but I have always made a minute of it to the Postmaster-general, for his subsequent sanction upon it, so jealous have I been upon the subject.

1755. You have stated that you consider that the hours of the General Post-office should be in accordance with the hours which are observed in the other Government offices; in what way do you consider the General Post-office to be a Government office, any more than all the post-offices throughout the kingdom?—I have only spoken according to what is the established language which has always been employed.

1756. Do you consider the General Post-office in London more a Government office than the General Post-office in Dublin?—Certainly not. The Honourable Member will recollect that the post-offices of London, and Dublin, and Edinburgh, are on what is called an establishment, which has been fixed by the Treasury. Formerly (but of that the Honourable Chairman and the Honourable Member the late Chancellor of the Exchequer can speak better than I can, from their own information), I believe, these establishments were fixed by sign-manual; now, I believe, since the late Acts, they are entirely dependant upon the Treasury; but they are called establishments in contradistinction to the country post-offices.

1757. You have now spoken of the General Post-offices in London, in Dublin, and in Edinburgh; do you consider those three offices as more Government offices than the post-offices of Manchester, and Leeds, and Liverpool, and Cork, and Bristol?—Certainly they are not more Government offices than those; they are all for the service of Government, but they have different rights and different regulations; first of all, the great difference is, that the officers are entitled to superannuation or pension, which no officer generally in the country is.

1758. And a graduation of salaries?—That may or may not be; some have graduated salaries, others have not.

1759. You

1759. You have stated generally that the number of hours for which the officers in the Post-office in London are occupied is from six to seven in the day; can you inform the Committee what the hours are generally throughout the country for country postmasters and their clerks?—It varies very much in each particular office; I have had many cases come before me where the clerks are stated to have been worked 10 or 12 hours a day. My own impression is, that about eight or nine hours a day will be found practically to be the duty.

1760. Is it not really in practice the case that throughout the whole country the postmaster and his clerks must work at all hours of the day and night, according to the time of arrival and despatch of mails?—Of course they must.

1761. Therefore the time they are occupied depends upon the labour that is put upon them, and not upon any specific hours?—Of course they must do the duty that devolves upon them; but the question is how they will divide it. One takes one portion of the duty and another takes another portion: then there are portions of the duty which can only be done by the whole establishment; each matter of detail depends upon each separate office; the duties ought to be regulated by the surveyor, and in most cases they are.

1762. Is it in the power of the postmaster in any town of the kingdom to allow any extra pay to his clerks for any extra work?—Certainly not.

1763. Is there any pay, in fact, given throughout the country for extra work?—Certainly not.

1764. That practice, then, is confined to London?—Certainly; and only, the Honourable Member must recollect, upon the Postmaster-general's own sanction; no extra allowance is sanctioned in Dublin, except the Postmaster-general sanctions it.

1765. Does the Postmaster-general allow any extra work to be paid for in Dublin and Edinburgh?—He does, upon the emergency being properly represented and explained to him.

1766. Are there any of the General Post-office servants at present, who only attend one day in the week?—None, except the presidents. I think the presidents take alternate days; but perhaps the Honourable Member will ask the superintendent of the Inland office about that. The inspectors of the Twopenny-post, I think, attend 14 or 15 hours at one time, and then get the greater part of the next day as a relief.

1767. Why are they put on a different footing from the others as to attendance?—It has been the old system of the office of many years back, and there has been no reason for changing it.

1768. Mr. *Denison.*] Is the whole strength of the Post-office mustered every morning a little before six o'clock?—Not every morning.

1769. But such number of men are mustered as are necessary to get the letters out for delivery?—Yes; on Mondays and Saturdays the whole force is in operation, but on other days it is not.

1770. If you were to decrease the strength of the Post-office you would not be able to muster so many officers on occasions when you require them?—We should suffer on Mondays and Saturdays, because the mails would not be got out in time, or delivered in time.

1771. Therefore you are forced to keep up the strength of the office, to meet the wants of the public?—Certainly.

1772. At what time do the accelerators leave the Post-office?—I should say from eight to half-past eight. I recollect talking with my honourable friend, the late Chancellor of the Exchequer, upon the subject. It had been the old practice of the Inland office to wait till all the letters were sorted, and to delay the men till the last moment, if there was only an insignificant mail out. I told the superintending president I could not submit to such a system any longer; and I fixed a particular hour with the Postmaster-general, at which the letter-carriers should go out, whether the mails had arrived or not; as I knew practically, in almost all cases, the great bulk of the letters would have arrived. I think it has worked exceedingly well. The letter-carriers are not now to be delayed in the office beyond a certain time.

1773. Then, as soon as the mails are delivered the principal work of the office is finished?—Yes; but the staff of the superintending president's office is in attendance, of course, with a certain number of officers. The full attendance for sorting the day mails is about 15; of that 15 there are a certain number kept in waiting for the arrival of foreign mails.

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1774. Are those officers paid extra?—No; it is a portion of their duty.

1775. Then the remaining portion are set at liberty, and need not attend before five o'clock?—Till half-past four, or a quarter before five.

1776. You stated, in the previous part of your evidence, that certain depredations are committed in the Post-office?—Yes.

1777. Should you be able to prevent those depredations, or to raise the general character of the officers employed, without raising the salaries materially, and getting a different class of men?—I own that I should not be favourable to increasing the salaries of the officers in the Inland office, though of course it is a very unpopular doctrine for me to hold; but you do not require an officer of that capacity or that intelligence, at least so we have always maintained, for the Inland office as you do for other departments in the Post-office. I fear, therefore, that the country would be put to a very great expense; and as to depredations, so long as they can be committed with such impunity, and there are such opportunities as exist at present, I fear that even a high salary would not be that sufficient protection which the Honourable Member imagines he would have if he did raise the salaries of the officers in the Inland office.

1778. Would you not expect, that if you doubled the salaries you would get a better class of men; that you would get educated men?—You would; but I am not prepared to say that the honesty increases with the amount of education.

1779. Mr. *Cripps.*] When was that regulation suggested by you of the accelerators going out at a particular hour, without waiting for the arrival of any stray mail?—It was about three or four years before the Penny-post.

1780. Mr. *Wallace.*] Is there any difficulty in finding persons to fill all the offices in the Post-office at the present salaries?—I should think not, or any office in the kingdom.

1781. Is there any material difference between the duties of the London office and the duties of the post-offices throughout the kingdom?—No, I do not think there is; I should say that a good country clerk was as intelligent an officer for the inland duty as you could possibly have; but I do not think a country clerk would do the duties in my office.

1782. You have stated that a great number of applications are made for the situation of mail-guards; is the same thing to be understood generally, that many applications are made, so far as you know, for filling up all the offices as they become vacant in the Post-office?—The number of letters I have to write to people, telling them that I have no patronage, and that they must apply to Lord Lowther himself, are very numerous; what number Lord Lowther has I cannot say, but I should suppose that they are still more numerous.

1783. Are you aware that some years ago the twopenny letter-carriers and general letter-carriers applied for an augmentation of their allowances, and that the then Secretary of the Treasury, Mr. Baring, announced to the House of Commons, that the best proof their being well paid was that there were innumerable applications to fill the situations?—I am not aware.

1784. Mr. *Hawes.*] Will you state the hours at which the clerks in your office come and at which they leave?—They come at 10 and go away at four, the bulk of them; but then there is a clerk in waiting, whose duty it is to enter in the books all the letters of the day, and he is assisted by three or four of the juniors; this duty will last till the time nearly that the mails go, about eight o'clock. In addition to that, there is an officer always in waiting, day and night, to attend to any order of the Government; for instance, a writ comes in, or a despatch is to be sent off immediately, and that the clerk in waiting attends to.

1785. Mr. *Trotter.*] They take that in rotation?—Yes; but I have never allowed them to go in waiting till they have had an apprenticeship of a year; and I know I can trust entirely to their discretion. I consider myself responsible if any blunder is committed, and, consequently, take great care that the clerk in waiting shall be entirely acquainted with his duty.

1786. Mr. *Hawes.*] Then is it the fact that the bulk of the clerks in the Post-office begin their duties at 10 o'clock, and leave the office at four?—Certainly; in my own office the great part do not leave at four.

1787. Do they stay much later?—Half an hour, if I want them, sometimes an hour or a couple of hours, entirely according to the business.

1788. Mr. *Trotter.*] Those you understand to be the regular office hours?—Yes; I have been myself in two departments, the Ordnance and the Customs, and I can state that they are the office hours there.

1789. Do not they pay in the Ordnance for extra work?—Certainly, if there was any extra duty to be done.

1790. Mr. *Cripps.*] Making out returns, for instance?—Yes; they cannot be occupied in two things at a time. I will not allow them to work at extra duty while they are at the office; if they choose to attend at hours which are not office hours, it is only fair that they should be paid upon their giving up what is their private time for public duties.

1791. Mr. *Wallace.*] Are you aware that in Edinburgh letters which have been post-paid with stamps or stamped envelopes have been delivered by the letter-carriers on their way from the district offices to the General Post-office, without having reached the Post-office?—Sir Edward Lees made me a proposition of the sort, which I recommended Lord Lowther instantly to refuse; if Sir Edward Lees has dared to carry into effect such a proposition, of course he must take the consequences. The Honourable Member will see at once that it was not a very wise proposition to make, inasmuch as the stamps upon the letters could not be obliterated, consequently that stamp might be used over and over again. Next, I do not see how an account was to be established against the letter-carriers who delivered the letters; you must trust to him for making out that account, and there would be a good deal of practical difficulty in that. Next, when Sir Edward Lees was called upon to have a record kept of the number of letters that would be thus accelerated; I think they turned out, in eight or nine letter-carriers' walks to be about 20, so that the system was not worth the following; and it was so arranged, that while one receiving house was selected for the benefit, another would be left out, so that to take a receiving house in Oxford-street, in London, that would enjoy the privilege, and one in Connaught-terrace would be excluded from it; it would have opened the door to imputations of all sorts of favouritism and partiality by the Post-office, which I could not see my way through. If the Honourable Member wishes for the papers, they can to be produced.

1792. Mr. *F. Baring.*] What was the proposition?—The proposition was, that the postman should collect the letters that were in the receiving offices which he passed by, provided they bore stamps, and deliver them on his way from the Post-office, and the other letters were to be brought to the General Post-office to be sorted; consequently the postman would pass one receiving office on his line, and not another; and he would take out of the receiving box all those letters which bore stamps, and leave in all that did not bear stamps, which of course would not have the privilege of being delivered; but there were very few letters in that position.

1793. Mr. *Wallace.*] A gentlemen in Edinburgh informed me that he had received letters which were posted at a different part of the town, with great convenience to himself, and very speedily after they had been posted, by the letter-carrier dropping them at his house, without having reached the Post-office; and he, being a man of business, considered it a great improvement, if there was no objection, which he could not discover; has this gentleman misled me, or not?—All I can say is, that a proposition of the nature of that mentioned by the Honourable Member was proposed to the Postmaster-general, by Sir Edward Lees, and rejected; and that it would be a gross act of insubordination if it had been carried into effect, after having been considered and refused by the Post-master-general. I do not believe that Sir Edward Lees is capable of doing such a thing.

1794. Mr. *Cripps.*] Are the stamps never obliterated except at a post-office?—They are obliterated at the post-office where they are posted; not at the receiving house where they are received.

1795. Mr. *Denison.*] If a man in this part of the town, belonging to the Charing-cross division, were allowed to receive letters, and to leave them in any part of Parliament-street for which they were directed, he might of course get paid for so doing, and the Post-office be cheated?—I think, in all probability, that would be the result. I should hesitate, without going very carefully into the subject, to entering into such a system.

1796. Mr. *Bramston.*] Is there now an earlier delivery of General-post letters in the morning, than of those which are received in the usual way?—There is what is technically called "the early delivery," which extends to certain districts round the Post-office. I think Essex-street, on the one hand, is the boundary; and I know that it goes to Southwark, or some little distance from the City, on the other. I object very much to it myself, but we have never been able to do away

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with it, on the ground of expense. Letter-carriers become entitled to certain walks by seniority; as they become older in the office, they receive less salary, on the ground that those walks are profitable, and a great portion of the profit of those walks is derived from the early delivery; consequently, if you abolished the early delivery, and placed the letter-carriers upon the scale of salary, which would be paid to them according to their length of service, for what they have to perform, it would cost about 5,000 *l.* or 6,000 *l.* a year. That has been the objection to doing away with the early delivery, which I myself object to very much, and which I should be glad to see done away, as I think it reflects upon the Post-office.

1797. Do all the persons who reside within the district receive their letters earlier?—No, only those who pay a certain fee, for which certain fee they also get credit. There is a credit on the part of the letter-carrier.

1798. Mr. *Wallace.*] Do not the letter-carriers give credit for the postage to those who receive their letters under the earlier delivery?—Certainly.

1799. Is there an early delivery in any other town in the kingdom, London excepted?—I am not aware.

1800. Mr. *Escott.*] We are told that there has been considerable obstruction offered to the success of Mr. Hill's plan, through the dislike which the authorities at the Post-office entertain towards it; are you aware of any particular instances of obstruction to it?—All I can say is, that I heard with very considerable pain, I must say, the observations which my honourable friend the late Chancellor of the Exchequer made in the House of Commons; and all I can say is, that upon the part of my noble friend the late Postmaster-general, and myself, I can repel any accusation that we did not give the utmost assistance possible to Mr. Hill's plan. I am sure every exertion, every pains, and every possible assistance which we could give to Mr. Hill was given; and I do not think that without that his plan would have worked so successfully or so smoothly as it did. All I can say is, that any obstruction, if it had been offered, must have rested a good deal with myself. I must have been cognizant of it; and I therefore repel it, both on my own part and on the part of my noble friend.

1801. Is there any officer at the Post-office, except the Postmaster-general, superior to yourself?—No.

1802. You are second in command there?—Yes.

1803. Have you found any difficulty on account of the want of subordination of those below you?—Certainly not. My constant language to the heads of the department was, "This plan, we know, will fail. It is your duty to take care that no obstruction is placed in the way of it by the heads of the department and by the Post-office. The allegation, I have not the least doubt, will be made at a subsequent period, that this plan has failed in consequence of the unwillingness of the Government to carry it into fair execution. It is our duty as servants of the Government, to take care that no blame eventually shall fall upon the Government through any unwillingness of ours to carry it into proper effect."

1804. When you said that you knew the plan would fail, did you mean that it would fail in not realizing Mr. Hill's expectation as to the revenue to be derived from it?—After the first week it was evident, from the number of letters being so much below Mr. Hill's anticipations, that it must fail, inasmuch as it wholly rested upon the number of letters; for without that you could not possibly collect the revenue anticipated.

1805. Then that opinion of yours that it would fail only led you to redouble your exertions to give it a fair trial?—Certainly; if the Honourable Member will allow me to state, my honourable friend the late Chancellor of the Exchequer is an old friend of mine; I had been appointed by him, and I was a member, so long as I had anything to do with politics, of that party which was in at the time. I had every inducement therefore, from private feeling as well as public motive, to do the best to get the Government out of what I conceived the difficulties in which they had entangled themselves by the adoption of this plan.

1806. Mr. *Denison.*] Did you state your opinion as to the improbability of the success of the plan before it was carried out?—I was examined before the Committee of this House, and forced to state my opinion; I could not possibly refuse to give it.

1807. Do you consider that the plan has failed entirely?—I consider that it has failed when you compare it with the anticipations which were formed by Mr. Hill, as stated in his evidence before the Postage Committee.

1808. Mr.

1808. Mr. *Trotter.*] You mean as to revenue?—Yes; I consider it entirely a plan for revenue. If the Honourable Member will look to Mr. Hill's first pamphlet, the whole of that statement is a question of revenue.

1809. Mr. *Hawes.*] Having mentioned Mr. Hill's anticipatious, will you tell the Committee what you conceive them to have been?—Mr. Hill stated in his pamphlet, and has since stated in his evidence, that he expected the penny postage to produce about two millions gross, and 1,300,000 *l.* net revenue, 300,000*l.* less than it was before. The expressions used in the earlier part of his evidence are, "I think the revenue will be sustained," evidently showing that he contemplated only a small reduction from the original revenue. He anticipated a five-fold increase in the number of letters; and this was to take place, as I understand the evidence, immediately after the passing of the Penny-post.

1810. Do I understand you correctly to have said that Mr. Hill stated, that immediately upon the introduction of the Penny-post, the revenue would be sustained to the former amount, and that the five-fold increase would also be immediate?—I understood distinctly that that was his statement.

1811. Will you have the goodness, either now or at your leisure, to point out that portion of Mr. Hill's evidence which contains that statement?—In the first volume of the Committee on Postage, question 154, this question is put by the Chairman: "Do you expect that the revenue of the Post-office can be sustained, and would be sustained, under the arrangement you have propounded in your book called 'Post-office Reform'?—I have of course given a great deal of thought to that question; it is manifest that it is impossible to arrive at any certain conclusion as to the increase of letters, but the result of all the thought I have given to the subject is this, that it is very possible the revenue may be fully sustained, and even increased; I have not, however, calculated upon its being sustained. I have reckoned upon a reduction in the net revenue of about 300,000*l.* per annum. I would add, however, my opinion that the effect of the cheap and greatly increased communication which I propose upon other branches of the revenue would be such as more than to compensate for this loss; every branch of commerce, every trade throughout the country would to some extent be improved by cheapness of communication through the Post-office; and it is obvious that that which tends to the improvement of trade and commerce, tends also to the improvement of the general revenue of the country."

1812. The whole of those calculations were, according to the terms which you have quoted, founded upon the arrangement stated in Mr. Hill's book?—Certainly.

1813. That arrangement comprehended a certain plan, involving a variety of details consequent upon the introduction of the penny postage?—I have never been able to ascertain what Mr. Hill meant by his facilities; the facilities he has detailed have been facilities in the Twopenny-post, the consolidation of the two establishments of letter-carriers and day mails. I do not think that I have ever been able to get much beyond that. The consolidation of the General and Two-penny-post, and early deliveries in London, were stated in 1838. The Report of the Postage Committee contains the facilities contemplated in Mr. Hill's plan. Here are the five heads, as stated by the Committee. They had examined Mr. Hill at great length as to his plan; he had stated over and over again to them what his plan was, and this is the result which the Committee came to: "Your Committee has been instructed especially to examine Mr. Hill's plan, which, as explained by him to the Committee, after he had made some modifications in it, embraced the following points:—First, That all letters not exceeding half an ounce in weight should be conveyed from any one place in the United Kingdom to any other for the charge of 1*d.* Second, That all letters exceeding half an ounce in weight should be subject to an additional penny for every additional half ounce. Third, That such postage should be paid in advance. Fourth, That the postage should be collected in advance by the sale of stamped papers or stamped covers, and that in order to facilitate obtaining stamps in any distant place, every keeper of a post-office shall have them constantly on sale. Fifth, He recommended the establishment of day mails on all the great lines of communication, in order to give more frequent deliveries of General-post letters in all the great towns. In the very first instance," they go on to say, "it might be necessary to allow an option to the public to pay 1*d.* in advance, or 2*d.* on

 delivery;

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delivery; but it was desirable to get rid of the option as soon as the circumstances of the case would permit." Those are the five points of general facility mentioned by the Committee on Postage. Mr. Hill had been examined day after day on his plan.

1814. Did Mr. Hill or not contemplate a system of rural distribution?—I do not know whether he stated it before the Committee; I do not think that he spoke in his Evidence of rural distribution; but this is the Report of the Committee.

1815. But in his book did he not contemplate it?—I do not think he did; the system of rural distribution was stopped by the Penny-post.

1816. You stated that he recommended the consolidation of the two corps of letter-carriers?—Yes.

1817. And that has not been carried into effect?—No.

1818. Has his recommendation, with regard to day mails, been carried into effect?—Upon all the lines but one or two.

1819. Has the system of more frequent delivery been carried into effect?—Yes.

1820. Has the system of prepayment been carried into effect?—No, we have had no order of the Treasury to carry it into effect.

1821. Mr. *Escott.*] Can those suggestions of Mr. Hill, in your opinion, be carried into effect without increasing the Post-office expense more than the increase of revenue to be derived from it?—I do not think they can.

1822. Mr. *Tennent.*] Have you not stated, that in your opinion the hourly delivery of letters in London with the present machinery is physically impracticable?—Mr. Hill does not contemplate that precise hourly delivery which I did; he does not mean that the letters posted in one part of London should be delivered in another part of London, the extreme end of London, within the hour.

1823. That you do contemplate as a physical impossibility?—Yes.

1824. Do you think the delivery every hour, of letters posted in the same district, is a physical possibility compatible with safety to the revenue?—I am not prepared to give any answer to that; it would require to be worked out in detail.

1825. Mr. *Escott.*] We have been told that there are officers in the Post-office, under the control of the Postmaster-general; that the Postmaster-general himself has not personally obstructed Mr. Hill's plan; has the Postmaster-general ever complained of your obstructing it at all?—I cannot understand it.

1826. You are not aware that he has?—I am not aware of it; all I know is, that Lord Lowther, in one or two communications, has differed from me, and of course my language to him has been, "It is my duty to point out to you all the points and all the objections that occur to me to the measure, but still you are Postmaster-general; on you rests the responsibility, and you must follow your own opinion." I may state one particular case in which that was done; that was the optional payment of postage with Holland. The treaty with Holland stood over; it was objected to by us originally on the ground that we would not concede to Holland the optional payment; that appeared to be so material a point that she would not negotiate with us unless it was yielded. I objected to it on account of the complication which it introduces into the accounts of the Post-office. Lord Lowther had, however, had a strong feeling upon the subject. I told him the objections I had; he, however, acted upon his own opinion, and recommended it to the Treasury, and the treaty with Holland has been concluded.

1827. What you mean is, that you only suggested, and that Lord Lowther overruled your objections?—Yes.

1828. But there was no spirit of insubordination manifested on your part, or refusal to carry into effect the orders of the Postmaster-general?—Certainly not.

1829. Or on the part of any officer under you?—I should hold that if I myself or any officer under me were to refuse or to neglect properly to carry into execution the Postmaster-general's orders, the Postmaster-general would be very deficient in spirit and very wanting in what he owed to himself, if he did not instantly dismiss us the service, and I have not the least doubt that he would do it; any one who knew the resolute and determined character of my noble friend, the late Postmaster-general, Lord Lichfield, would know how utterly impossible was anything of the sort, and I think Lord Lowther as a public man has not shown any such want of resolution or such deficiency in carrying on the duties of the offices with which he has been entrusted as to warrant such a conclusion. It is preposterous.

1830. Mr. *Hawes.*] With regard to your observation of the anticipations formed by Mr. Hill as to the introduction of his plan, can you show by any reference to his evidence or any of his publications that he expected that the results as to the revenue or to the increase of letters would be immediate upon the introduction of the penny postage?—From the whole of the evidence it seems to me that the inevitable inference is that the result would be immediate.

1831. Is there no express reservation in any part of his publication or his evidence?—I think not.

1832. No period named?—I think not.

1833. *Chairman.*] It is made contingent upon the increase of the number of letters, is it not?—Yes; but then he anticipates that increase to take place immediately.

1834. Mr. *Escott.*] What would you understand from the expression that the revenue would be "sustained" under the new system?—Certainly the observations which I originally made before that Postage Committee, were under the impression and idea that Mr. Hill's plan was to succeed immediately; that he was to get the revenue and the number of letters he calculated upon immediately.

1835. We have been told that the Post-office is the only establishment which complains of too much business, from which I suppose the inference to be drawn is, that under proper management it would make its over business pay in proportion; do you know any other business which is limited in its charge, as the Post-office is, for the work it does?—I fear I can scarcely answer that question. I imagine that every business is limited as regards its charge, inasmuch as competition puts a limit to it; the Post-office is a monopoly, therefore it is necessary to put a limit to it.

1836. Mr. *Hawes.*] Can you point out any direct statement of Mr. Hill's, showing that he expected an immediate increase of revenue, and an immediate increase of letters?—This answer of Mr. Hill's would create an evident inference that the plan was to succeed immediately. Question 11132, page 376: "The chief features of the plan of Post-office improvement or reform you have proposed are these, an uniform rate of postage, payment in advance, and the use of stamped papers or covers in aid of the payment in advance. Do you adhere to all the different proposals you have laid before the public and before this Committee as regards those three main features of your plan?—Entirely so." "You have seen no reason to distrust the accuracy of the calculations you have made and laid before this Committee at your previous examination?—It appears to me that the evidence which has been given, and the Returns which have been obtained from the Post-office, in almost all cases confirm the statements which I made long ago, and that, where they in any degree differ from those statements, the amount of difference is, considering all circumstances, remarkably small." He has stated, before, the expenditure, and he has stated the revenue in the early part of this examination, and he states the net revenue which he thinks he will get. 11152, again, is a very strong question as to this: "What part of the increase do you consider equivalent to the charge for including that which you call the secondary distribution?—As the statement no longer distinguishes between primary and secondary distribution, I have not thought it necessary to determine that question; but by an examination of the account I have referred to, it will be seen that I have added about 100,000*l.* for unforeseen expenses; deducting that, the excess would be about 120,000*l.*; but part of that excess is accounted for in this way, that my first estimate was founded upon the expense of the year 1835, the present estimate is founded upon the expense of 1837, and there was a considerable increase of expense between 1835 and 1837."

1837. Mr. *Escott.*] Do you think, from what you know of the Post-office, that the plan would ever have been adopted but for the expectation that it would have raised a much larger revenue than it has raised?—Certainly not; my impression is, that people believed they were to get nearly the same revenue, while they got an enormously reduced taxation, and that that led to the adoption of the plan; that was the reasoning all through the pamphlet, as the Honourable Member recollects. The pamphlet began by stating the mismanagement of the Post-office, and showing the way in which the revenue ought to have increased if we had taken the proper rate, and that it had not increased in the way in which the stage-coach duties had done (the services being of a similar description) in consequence

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of the rates having been enormously kept up, and the Post-office not having kept pace with the improvements of the country.

1838. Mr. *F. Baring.*] What do you mean by stating that the plan would not have been adopted, but for the expectation that it would have raised a large revenue; do you mean that the Government were under that expectation?—I do not mean the Government, but I think this was the impression in the country generally.

1839. Are you not aware that the late Chancellor of the Exchequer expressed his opinion, not only that there would be a considerable loss, but that he stated the amount of that loss at a million, according to his own opinion?—He did so; but what able and intelligent men think, is one thing, and what the public think is a very different matter.

1840. What you mean is, that there was that public impression?—Yes.

1841. Mr. *Hawes.*] Do you think there was a public impression that the penny postage would pay as a source of revenue?—Certainly; looking at all the evidence as to the number of letters—the evidence of Mr. Cobden and others. I should wish to refer to this table, as showing the anticipation of the public: a "List of Witnesses who have appeared before the Postage Committee," page 1, Appendix. It appears from that that they calculated upon a 20 and 30-fold increase.

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*Mercurii, 2° die Augusti,* 1843.

MEMBERS PRESENT.

| | |
|---|---|
| Mr. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. Wilson Patten. |
| Mr. Cripps. | Mr. Trotter. |
| Lord Ebrington. | Mr. Wallace. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

*Robert Smith,* Esq. called in; and Examined.

*Robert Smith,* Esq.

2 August 1843.

1842. *Chairman.*] WHAT office do you hold in the Post-office?—Superintendent president of the Twopenny-post.

1843. How long have you been in that situation?—I have been 38 years in the office; about 10 years at the head of the department.

1844. You were examined before the Post-office Commissioners in the year 1837?—I was.

1845. Did the consolidation of the Twopenny-post department with the Inland office form part of your examination upon that occasion?—In part it did.

1846. Did you see any great objections to such consolidation taking place at that time?—Yes.

1847. Have the alterations which have been subsequently introduced into the Post-office, in consequence of the Twopenny-post system and the system of prepayment by means of stamps, removed any of your objections?—No; I should say the increase of correspondence and of letters has added to those objections which were then made, and made my objections stronger.

1848. What are the number of deliveries of the Twopenny-post?—Seven deliveries daily within the limit of the General-post letter-carriers; in the boundary districts, such as Camden Town and those places, there are six deliveries.

1849. How long have there been seven deliveries within London itself?—I think it was in 1837.

1850. How many were there before that?—Six.

1851. The

1851. The deliveries now take place every two hours?—Yes, commencing at eight in the morning and finishing at eight at night.

1852. The hours of delivery being 8, 10, 12, 2, 4, 6, and 8?—Yes.

1853. Do you think it would be practicable to increase the number of deliveries within the metropolis, with your present strength of letter-carriers and sorters?—Decidedly not, most decidedly not.

1854. What additional strength do you think would be required to your establishment if the deliveries were to take place hourly, instead of once in two hours?—I calculate that we should require upwards of 180 additional letter-carriers.

1855. Was it necessary to increase the strength of the establishment when the seventh delivery was added, in 1838?—Considerably.

1856. What was the cost of that additional delivery?—I do not exactly recollect, but I think it was about 5,000*l.* a year.

1857. What was the number of additional hands employed upon that occasion?—I think, between 60 and 70 letter-carriers; I cannot speak to the exact number.

1858. The addition of 180 letter-carriers is on the supposition that in other respects the department remains the same as it is at present?—Yes.

1859. What is the number of persons employed in the Twopenny Post-office at St. Martin's-le-Grand, and the different branch offices?—The number of letter-carriers for the district extending a little beyond the General-post delivery, is as follows: The number attached to the principal office, the chief office, is 134 letter-carriers; at the Charing-cross Branch, 54; the North-row Branch, 50; Portland-street, 22; Stepney, 37; Southwark, 24; making 331. Those are regular letter-carriers attached to the walks.

[*The Paper delivered in:*]

NUMBER of OFFICES, WALKS, and the Number of LETTER-CARRIERS at each Office, and the Number that go out each Delivery throughout the Day, in the London District Twopenny Post-office.

| OFFICES. | Number of Walks. | Total Number of Letter-carriers. | Number of Letter-carriers that go out each Delivery. |
|---|---|---|---|
| Chief Office - - | 30 | 134 | 67 each delivery. |
| Charing-cross Office - | 13 | 54 | 27 each delivery. |
| North-row Office - | 10 | 50 | 23 each delivery; 4 early General-post deliverers. |
| Portland-street Office | 8 | 32 | 16 each delivery. |
| Stepney Office - - | 8 | 37 | 18 each delivery; 1 early General-post deliverer. |
| Southwark-bridge Office. | 4 | 24 | 12 each delivery. |
| Total - - - | 73 | *331 | |

* 316 of the above are employed within the General-post letter-carriers' delivery.

1860. Within what distance is that?—A little beyond the London General-post letter-carrier delivery; we call it the London delivery; it is co-extensive with that district, but with a little extension at Limehouse and Bethnal-green, and other places where the correspondence is not so great.

1861. What is the average attendance of the persons in the Sorting-office?—The average attendance is taken at eight hours and a half a day, and none less than seven hours and a quarter.

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1862. Can you state what is the average distance the letter-carriers have to walk in the course of the day, in delivering letters?—Taking it at a fair estimate, I should say from 15 to 17 miles a day; some of them walk a considerable deal more than that. I have a Return, and in some instances it is more than I had stated.

1863. Mr. *Hawes.*] Do all those letter-carriers walk from 15 to 17 miles a day?—I think in no case will a man walk less than 12 miles; and I do not think there are a dozen who walk so short a distance as 12 miles. I have a statement of the men attached to the City walk, which I have procured from the inspector (*producing the same*). By this it would appear that the letter-carriers attached to the City district walk from 16 to 24 miles a day; but it is from the Returns made by the letter-carriers themselves.

[*The Paper delivered in, and read as follows:*]

The Average Number of Miles the Letter-Carriers of the undermentioned Walks say they walk per Day.

| | | | |
|---|---|---|---|
| Lincoln's Inn | 16 miles per day. | Chiswell-street | 22 miles per day. |
| Holborn | 16 — | Finsbury-square | 22 — |
| Gray's Inn | 17 — | Shoreditch | 20 — |
| Brunswick-square | 18 — | City-road | 20 — |
| Burton-crescent | 23 — | New North-road | 22 — |
| Temple | 20 — | Kingsland-road | 24 — |
| Aldersgate-street | 21 — | Hackney-road | 24 — |
| Wilmington-square | 23 — | Spitalfields | 26 — |
| Cheapside | 15 — | Goodman's-fields | 22 — |
| Doctors Commons | 15 — | Minories | 24 — |
| Lombard-street | 16 — | Blackfriars-road | 20 — |
| Thames-street | 20 — | Waterloo-road | 24 — |

To R. Smith, Esq. 28 July 1843. *Wm. Saltwell.*

1864. *Chairman.*] How many deliveries in the day are executed by the same letter-carrier?—The regular duty is four one day and three the other; but most of them make four every day, in consequence of the extra duty.

1865. Will you state to the Committee how the letters are conveyed from the various receiving houses to the head office?—By letter-carriers, and also by mail-carts and horse-rides; each letter-carrier takes his collection to the district to which he belongs; the Charing-cross to Charing-cross, and so on. From the branch office they are either conveyed by mail-carts or horse-rides.

1866. At present all the letters are brought from the receiving houses and branch offices to the head office, to be sorted and despatched again for delivery?—Yes, the whole of the sorting duty is done at the principal office.

1867. Do you conceive there would be any saving of labour or expense, if, instead of bringing in the letters to the head office, they were sorted at the various branch offices, and delivered within their respective districts from thence?—No; my opinion is decidedly the contrary, that the expense would be considerably increased by having district offices. We had formerly two offices, one at Gerrard-street, called the West, and the other at Lombard-street. After I became the head of the department, I found a good deal of difficulty in passing letters from one office to another, and thought it possible that a consolidation might take place with advantage to the public as well as to the office. On considering the matter, it appeared to me it might be accomplished with advantage, that we might accelerate our deliveries

liveries and simplify the duties. I submitted my plan; it was approved of by the Postmaster-general, and was directed to be carried out. At first there was a little pressure upon the office, but we found that by the consolidation we saved nine persons. The establishment of the Twopenny-post previous to the consolidation was 52 persons in the sorting offices, and after the consolidation it was 43; that was by bringing the force all together; having the letters all in one spot, as fast as they came in there were a number of persons engaged upon them, and it was done in much less time in consequence of the force being brought together. That appears to me a strong proof that concentration leads to a simplification of the duties, and consequent despatch; and that is of more consequence now, as the pressure is much greater by the arrival of the day mails, and of course by the arrival of the West India packets, which are brought up by the day mails; and by the anticipated alteration of the Falmouth communication bringing the letters to Southampton, we shall be liable to have those letters also brought in in the middle of the day. I therefore consider it absolutely necessary that we should have a strong force at head-quarters to meet those duties.

1868. The two offices, one in Gerrard-street and the other in Lombard-street, were consolidated in 1834, were they not?—I think it was in that year.

1869. Prior to that period all the letters which were posted at the receiving houses in Westminster and the west of London would have been conveyed to Gerrard-street, and there sorted?—Yes; everything west of Temple-bar was transmitted to the Gerrard-street Office, and everything east of Temple-bar to the Lombard-street Office.

1870. In that respect, as far as the Twopenny Post-office was concerned, Westminster and the City might be considered as two separate towns?—Decidedly.

1871. With respect to the time required for receiving an answer to a letter sent by the Twopenny-post, has that been diminished at all by the consolidation of the offices, or has it increased?—It has been diminished in this way: the walks, by various alterations which have taken place, have been materially reduced, which has accelerated the delivery, and the bags are carried into the districts; previous to the consolidation, of course we had no branch offices; now we have one for the letter-carriers at Charing-cross, another in North-row, another in Portland-street; previous to this, the letter-carriers who had to deliver in Portman-square, Gloucester-place, and New-road, had to walk to the Gerrard-street Office; now they can go from the Portland-street Office to the North-row Office; and thus the men are brought nearer to their walks, which must accelerate the deliveries.

1872. Do you conceive that the deliveries would be still further expedited if the letters were assorted at each of those branch offices, instead of being all brought to the head office?—I do not think they would, for others must be sent from the chief office; the one must wait till the others get from the chief office; at whatever office the despatch takes place, the letters must arrive before they can be despatched.

1873. Are you able to state the average number of letters delivered by the Twopenny-post in the day?—I should say the average was 80,000 Twopenny-post letters, and 20,000 General-post letters delivered by the Twopenny-post carriers; some days it exceeds that.

1874. Do you deliver any newspapers?—Yes.

1875. What number of newspapers do you deliver?—The number passing through our office is upwards of 13,000 a day.

1876. Mr. *Hawes.*] Are those average or actual results?—As far as they can be estimated, the Returns of newspapers have been made from the number; the Returns of letters have been made from the number. On some days we deliver 95,000 and 96,000; but taking the average of the last month, it will come to 80,000.

1877. You ascertained this by taking the account on certain days?—Yes; we count the letters daily. I have a Return for three days of the General and Twopenny-post newspapers. The Return is 40,560; 16,396 General-post newspapers outwards, 11,227 inwards, and 12,939 Twopenny-post newspapers delivered free for places beyond the three-miles circle; those posted and delivered within the three-miles circle, we charge a penny a piece for; but the number of those is not large.—(*The Return was delivered in, and is as follows:*)

*Robert Smith*, Esq.

2 August 1843.

NUMBER of NEWSPAPERS passing through the Twopenny Post-office for three Days, beginning 27th July 1843.

| Date. | General Post, Outwards. | General Post, Inwards. | Twopenny Post beyond the 3-Mile Circle. | Total. |
|---|---|---|---|---|
| July 27th - - | 4,788 | 3,103 | 2,696 | 10,587 |
| - 28th - - | 4,382 | 4,402 | 2,506 | 11,290 |
| - 29th - - | 7,224 | 3,722 | 7,737 | 18,683 |
| Total - - - | 16,394 | 11,227 | 12,939 | 40,560 |

1878. *Chairman.*] Can you state what number of letters posted within the district are delivered within the district?—I can. I have a Return for three days of the number posted, and of those for the district. In the Charing-cross district the total number of letters was 23,533; for delivery within the district out of that number, 3,255. North-row, 19,316; for delivery within the district, 2,312. Portland-street, 15,422; for delivery within the district, 1,281. Stepney, 6,260; for delivery within the district, 731. Southwark, 7,404; for delivery within the district, 498. That is from an account taken with as much care as it could be taken.

[*The same was read, as follows:*]

RETURN for Three Days of the Total Number of Twopenny-post Letters posted at the Receiving Houses within the Districts of *Charing-cross, North-row, Portland-street, Stepney,* and *Southwark*; showing what portion of these Letters were intended for Delivery at Places within each respective District.

| Districts. | | Total Number of Twopenny-post Letters posted at the Receiving Houses in each District. | Number of Letters posted for Delivery at Places within each District. |
|---|---|---|---|
| 1843: January | Charing-cross - - - - - | 23,533 | 3,255 |
| | North-row - - - - - | 19,316 | 2,312 |
| | Portland-street - - - - | 15,422 | 1,281 |
| 1843: July | Stepney - - - - - | 6,260 | 731 |
| | Southwark - - - - - | 7,404 | 498 |
| | Total - - - | 71,935 | 8,077 |

1879. Upon what data is that account taken?—The officers examined the collections as brought in from the receiving offices, and ascertained the total number

ber of letters from each branch district, and selected from them that portion intended for the district to which the office belonged.

1880. Mr. *Hawes.*] That Return professes to be for three days; can you give the dates of those days?—No, they were three days in the week, not any selected days. Saturday was not selected, nor Monday; I thought it might be advisable, and ordered a return to be kept in the office without reference to the time.

1881. Can you obtain the dates?—I think I can get the dates.

1882. Viscount *Ebrington.*] In this Return the number of newspapers on July the 29th, is 18,683, and on the 28th, 11,290?—The heavy day is on Saturday.

1883. Are you aware of any reason why the number on the 29th should have been so much larger?—Yes, because the number of papers which come out on a Saturday is greater than on other days, and there is also a larger number on Monday.

1884. Saturday is always a heavier day?—Yes, always.

1885. *Chairman.*] At present as all the letters are carried to the head office, a letter delivered within the district in which it is posted, is not received sooner than if it had been sent from the most distant part of the metropolis?—No, the delivery is simultaneous.

1886. Would not the delivery within the district itself be quicker if the letters were sorted at the district office, without the necessity of going to the head office?—If those letters were all despatched immediately without waiting for the outward letters, they might be sent out at one o'clock, if collected at 12, or a few minutes before, but if they had to wait for the letters posted in the city to be brought to Charing-cross, there would be no saving.

1887. Mr. *Hawes.*] Could not it be done if you had hourly deliveries?—There is no doubt it might be done.

1888. *Chairman.*] In what manner could it be done?—All I ask is force; that is the only point at issue.

1889. Do you consider that it would be practicable without a considerable addition to your present force, to have hourly deliveries, and as a consequence of that, deliveries at an earlier period than in the present mode?—They would then send out a few letters and detain the largest proportion; there must be a double delivery; the men would have to go over their ground again.

1890. You state that you deliver a number of General-post letters; what General-post letters are delivered by the Twopenny-post letter-carriers?—Very few in London, in the morning, unless there is a mail out of course; those arriving by the day mails we deliver, except in the dense part of the city, that is, east of the Post-office; the General-post letter-carriers, some of them, return in the middle of the day to take the city letters.

1891. At which of your deliveries are the letters arriving by the day mails delivered?—At four o'clock, and again at six. The mails by the Birmingham Railroad arrive in time for the four o'clock, and also those by the Great Western and the South Western. Those by the Dover, and the Chelmsford, go out by the six o'clock delivery; they arrive at a later hour of the day.

1892. Are all the letters arriving by the day mail for all parts of London, delivered by the Twopenny-post letter-carriers?—Yes.

1893. Do you find any inconvenience from delivering those letters by means of the Twopenny-post letter-carriers?—No; no inconvenience beyond the proportion of letters.

1894. Do you think it would be practicable to deliver a portion of the letters which arrive by the morning mails by means of the Twopenny-post letter-carriers?—A few could be delivered if they could be sent to our office by seven o'clock in the morning; or else, if our letter-carriers had to wait till the General-post letters were ready, our deliveries could not be made at their proper hours in the morning.

1895. Are you able to state at what time the General-post letters are despatched by the omnibuses from the chief office?—I should say at from half-past eight to a quarter to ten on heavy days; Monday morning it will be as late as a quarter to ten.

1896. Would not the Twopenny-post letters arriving at the branch-office, if assorted there, be ready for delivery with the General-post letters for the district?

*Robert Smith*, Esq.
2 August 1843.

—I conceive no time would be saved by that; the accelerators carry them on their stations so much earlier than they would get there in any other way. If that were done, they would not get out till half-past 10, and their deliveries would be much later. The letters for the west end of the town are very numerous; I have a Return for three days from the Charing-cross Branch.

[*The same was read, as follows:*]

Wednesday, 19 July 1843.

| Walks. | men. | 8 A.M. | 10. | 12. | 2. | 4. | 6. | 8 P.M. | total. |
|---|---|---|---|---|---|---|---|---|---|
| St. James's | 4 | 93 | 180 | 181 | 240 | 526 | 225 | 459 | 1,904 |
| Assistants | - - | - - | 1 | - - | 1 | 2 | 1 | 2 | |
| Golden-square | 4 | 42 | 77 | 104 | 85 | 180 | 104 | 198 | 790 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Piccadilly | 4 | 75 | 84 | 90 | 163 | 252 | 108 | 229 | 1001 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Hanover-square | 6 | 79 | 146 | 155 | 149 | 353 | 187 | 384 | 1,453 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Soho | 4 | 67 | 117 | 122 | 103 | 230 | 111 | 208 | 958 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Covent-garden | 4 | 61 | 94 | 110 | 88 | 283 | 78 | 197 | 911 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Strand | 4 | 101 | 185 | 155 | 165 | 503 | 192 | 400 | 1,701 |
| Assistants | - - | - - | 1 | - - | - - | 2 | 1 | 2 | |
| Whitehall | 4 | 67 | 157 | 129 | 166 | 324 | 168 | 326 | 1,337 |
| Assistants | - - | - - | - - | - - | - - | 2 | 1 | 2 | |
| Vincent-square | 4 | 69 | 83 | 83 | 88 | 156 | 96 | 177 | 752 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Pimlico | 4 | 49 | 72 | 98 | 60 | 150 | 88 | 149 | 666 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Lambeth | 4 | 38 | 100 | 60 | 44 | 87 | 40 | 90 | 459 |
| Assistant | - - | - - | - - | - - | - - | - - | - - | 1 | |
| Charing Cross | 4 | 58 | 95 | 126 | 89 | 288 | 138 | 232 | 1,026 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Lower Lambeth | 4 | 30 | 72 | 77 | 58 | 131 | 63 | 107 | 538 |
| Assistant | - - | - - | - - | - - | - - | - - | - - | 1 | |
| | | | | | | | | | 13,496 |

Thursday, 20 July 1843.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| St. James's | 4 | 104 | 204 | 168 | 155 | 502 | 178 | 328 | 1,639 |
| Assistants | - - | - - | 1 | 1 | - - | 2 | 1 | 2 | |
| Golden-square | 4 | 52 | 84 | 93 | 80 | 193 | 86 | 176 | 764 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Piccadilly | 4 | 78 | 101 | 109 | 86 | 209 | 105 | 184 | 872 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Hanover square | 6 | 68 | 150 | 134 | 123 | 322 | 160 | 281 | 1,238 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Soho | 4 | 62 | 120 | 90 | 102 | 201 | 117 | 193 | 885 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Covent-garden | 4 | 71 | 104 | 91 | 92 | 213 | 79 | 189 | 839 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Strand | 4 | 106 | 160 | 170 | 147 | 481 | 181 | 380 | 1,625 |
| Assistants | - - | - - | - - | 1 | - - | 2 | - - | 2 | |
| Whitehall | 4 | 59 | 161 | 138 | 107 | 335 | 139 | 314 | 1,253 |
| Assistants | - - | - - | - - | - - | - - | 2 | - - | 2 | |
| Vincent-square | 4 | 73 | 94 | 75 | 82 | 163 | 65 | 131 | 683 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Pimlico | 4 | 33 | 90 | 80 | 65 | 142 | 70 | 138 | 618 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Lambeth | 4 | 49 | 117 | 64 | 52 | 97 | 58 | 70 | 507 |
| Assistant | - - | - - | - - | - - | - - | - - | - - | 1 | |
| Charing Cross | 4 | 96 | 97 | 102 | 98 | 277 | 138 | 229 | 1,037 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| Lower Lambeth | 4 | 43 | 77 | 75 | 74 | 152 | 60 | 134 | 615 |
| Assistants | - - | - - | - - | - - | - - | 1 | - - | 1 | |
| | | | | | | | | | 12,575 |

Friday, 21 July 1843.

| Walks. | men. | 8 a.m. | 10. | 12. | 2. | 4. | 6. | 8 p.m. | total. |
|---|---|---|---|---|---|---|---|---|---|
| St. James's | 4 | 98 | 156 | 146 | 152 | 452 | 166 | 355 | 1,525 |
| Assistants | - | - | - | - | 1 | 2 | - | 2 | |
| Golden-square | 4 | 54 | 84 | 80 | 76 | 205 | 89 | 168 | 756 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Piccadilly | 4 | 55 | 82 | 85 | 74 | 165 | 85 | 172 | 718 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Hanover-square | 6 | 99 | 134 | 133 | 120 | 359 | 142 | 340 | 1,327 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Soho | 4 | 52 | 85 | 94 | 65 | 214 | 91 | 167 | 768 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Covent-garden | 4 | 89 | 104 | 89 | 94 | 221 | 110 | 173 | 880 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Strand | 4 | 79 | 172 | 165 | 180 | 489 | 170 | 333 | 1,588 |
| Assistants | - | - | - | 1 | 1 | 2 | - | 2 | |
| Whitehall | 4 | 74 | 171 | 118 | 142 | 317 | 162 | 302 | 1,286 |
| Assistants | - | - | 1 | - | - | 2 | - | 2 | |
| Vincent-square | 4 | 65 | 71 | 69 | 63 | 136 | 81 | 124 | 609 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Pimlico | 4 | 40 | 96 | 80 | 81 | 145 | 55 | 135 | 632 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Lambeth | 4 | 33 | 113 | 48 | 50 | 78 | 40 | 98 | 460 |
| Assistant | - | - | - | - | - | - | - | 1 | |
| Charing Cross | 4 | 75 | 75 | 94 | 84 | 279 | 102 | 220 | 929 |
| Assistants | - | - | - | - | - | 1 | - | 1 | |
| Lower Lambeth | 4 | 49 | 64 | 68 | 66 | 109 | 47 | 138 | 541 |
| Assistant | - | - | - | - | - | - | - | 1 | |
| | | | | | | | | | 12,019 |

Sixteen assistants are employed every night at this office; one established extra duty upon each walk, and a supernumerary on the Strand, Whitehall, and St. James's. Each of these three walks have also two assistants at the four o'clock delivery. The other walks have one, except Lambeth, who do not always require it. The usual number of assistants employed at four o'clock is 14.

The letters during the last three days have not been so numerous as usual, consequently not much casual assistance has been given.

Charing Cross, 22 July 1843. (signed) *J. Smither.*

1897. Would it be practicable to divide the district into two parts, for the General and the Twopenny-post letter-carriers, so that the one might be delivering indiscriminately, the Twopenny-post and General-post letters in the one part, and the other in the other part, at the same time?—That would answer no purpose; it would delay the General-post letters, and they could not get the letters in sufficient time at Charing-cross to deliver the Twopenny with the General-post letters; they would be retarded if the number of General-post letters were increased, and we should require more force to deliver them.

1898. Would such an arrangement be practicable if your delivery was at nine o'clock, instead of eight and ten?—Then we come to deliveries every hour.

1899. Supposing that course were pursued with the morning delivery, which is the most important in the day, might not the services of the two corps of letter-carriers in that way be combined?—We could not get our own letters ready for delivery at nine o'clock; then our letter-carriers would have to go with the General-post letters instead of ours.

1900. Is there any intermediate time between eight and ten, when you think it might suit for both sets of letters to be delivered by the same carriers?—No, I cannot see my way at all in it.

1901. Do you consider that, supposing it practicable, it would tend to diminish the work, and in that manner to reduce the number of letter-carriers employed by the two departments, your department and the Inland-office?—I have stated, as to my own department, that it would not; and I think that the superintending president of the Inland-office will be obliged to give the same answer as to his, that it could not be done.

1902. Have you considered the practicability of giving increased facilities for the delivery of letters in the suburbs by the use of omnibuses or short stages?—

*Robert Smith*, Esq.

2 August 1843.

I have; and I would beg to state that with a view to adopt every means to carry that out, I saw Mr. Hill several times upon the subject and consulted him, and he had the conditions of the last contract laid before him, and revised those conditions, and we had also notices sent round to different stable-keepers, coach proprietors, and to every one whom it was thought worth while to try; and Mr. Hill is quite aware that every means was resorted to that could be, to get tenders, but the result was, we could get only two; one was from the London Parcels Delivery Company to convey the bags to Hounslow, and the other a tender from a man at Hampstead to take the bags from Hampstead to London; but those parties had not had the contracts three months before they got tired of them, and begged to be released. The man at Hampstead was most anxious to be relieved from it, and was relieved before his time expired, and during the time he had it the loss of time was enormous. These are the conditions Mr. Hill corrected, (*producing them*); he made such additions as he thought necessary. I was most anxious the thing should be tried; during the time of the contractor having the contract, about three months, he lost time. Upon 81 journeys, the total amount of time lost was 836 minutes. He took the bags twice a day to and from Hampstead, and on 81 journeys he lost 836 minutes. He begged to be released, and the Parcels Delivery Company was released also.

1903. Mr. *Cripps.*] Was he fined?—No; I wrote to him repeatedly, and being a new affair was anxious to give him every indulgence I possibly could.

1904. *Chairman.*] Was the plan of employing omnibuses and short stages for the conveyance of letters suggested by Mr. Hill?—Yes; it was suggested before the Commissioners of Post-office Inquiry. One of the charges brought against the establishment was that of extravagance; that we did not use the best and cheapest means of getting tenders in putting up those contracts. I said, "By all means let us do all we can; if we can save money and get the work well done, let it be done."

1905. In fact, you feel that you cannot do the work on cheaper terms than you have before had it done?—This is the result.

1906. It is done by mail-carts now?—Yes, it is done by mail-carts and horse rides.

1907. Mr. *Hawes.*] Where do you find that charge of extravagance?—It was alluded to in Mr. Hill's pamphlet, I think, the best means not being resorted to; perhaps I may use a stronger term, that the best means had not been resorted to to have the duties of the Post-office conducted in an economical and efficient manner.

1908. *Chairman.*] You say you communicated with Mr. Hill with regard to framing the form of tender?—Yes.

1909. At what time was that done; was it during the time he was employed in the Treasury?—Yes; I was at Downing-street, and saw Mr. Hill several times upon it.

1910. Mr. *Baring.*] Was it before the change of administration?—Yes, in the time of the late Postmaster-general; it was in 1841.

1911. *Chairman.*] Had you any communication with Mr. Hill in consequence of the failure of that experiment?—Yes, I wrote to him about it; I think I wrote a private letter to inform him of it.

1912. As far you were concerned, was every facility given for trying this experiment fully and fairly?—I think I may say there was; I was most anxious it should be fairly tried, and I am quite satisfied the secretary and the Postmaster-general were.

1913. Mr. *Escott.*] Have either the secretary or the Postmaster-general interfered with or obstructed the plan?—No.

1914. *Chairman.*] Would it be practicable to deliver the bags within a short distance of London by the mails which leave the Post-office at 8 o'clock?—We do that as far as we can; we send out bags as far as we can, and where there are no mails, we send out by the railroad. The Dover mail takes the bags for Woolwich, Blackheath, and those places.

1915. How long has that been done?—Since the Ninth Report of the Commissioners; in consequence of their recommendation, it was then adopted.

1916. Have you had frequent personal communications with Mr. Hill as to the conduct of the details of your department?—Yes, a great many; at one time I saw him once or twice a week. Whenever he applied for information, I was desirous

desirous to give it him; I was anxious to afford him every information in my power.

1917. Did Mr. Hill make any suggestions which were adopted by you during that time?—No particular suggestions. Matters were talked of. I have no recollection of any particular suggestion that he made to me; in fact, a suggestion to me would not have much weight; it must be to the Postmaster-general. We had suggestions about the postage stamps, and various things that we had before us, but nothing of any great moment, rendering it necessary to state it.

1918. Do you consider that the correspondence within the Twopenny-post district has materially increased in consequence of the additional delivery which was established in 1838?—It certainly did increase; there is no doubt of that.

1919. To what extent?—It was shown by the revenue at the period better than in any other mode. I have a Return of the revenue at that period, in 1837 and 1838. In 1838 we carried out another delivery to most parts of the country districts, a mid-day despatch to and from. On the 5th of January 1836 the gross revenue was 112,924 *l.* 17 *s.* 8 *d.*; on the 5th of January 1837, 120,801 *l.* 3 *s.* 10 *d.*; on the 5th of January 1838, 125,917 *l.* 9 *s.* 10 *d.*; on the 5th of January 1839, 130,831 *l.* 4 *s.* 3 *d.* In the year in which the Penny-post came into operation, 1840, it was 137,041 *l.* 18 *s.* 10 *d.* I have had no return since.

1920. Mr. *Baring.*] You consider that the seventh delivery more than paid its expenses?—I consider that it certainly did increase the correspondence, and more particularly in the country districts; but at that time we had 2 *d.* for every London letter, and for every letter in the country 3 *d.* In the country districts there was great deficiency of accommodation, for a letter could not be posted at Woolwich or Brentford after nine in the morning, to be delivered in London, till eight or nine in the evening; therefore the mid-day despatch to and from those places did afford considerable accommodation, and in consequence of that I have no doubt the correspondence did materially increase.

1921. It paid its expenses?—It more than paid its expenses.

1922. *Chairman.*] Has any further accommodation been given for the delivery of letters in the suburbs of London since the appointment of the present Postmaster-general?—Yes, the delivery has been extended to places within the radius of six miles from the General Post-office. There were four deliveries in those places before.

1923. What was the radius before?—Three miles.

1924. What was the number of deliveries within the three miles' circle previous to 1838?—There were six deliveries in what we call London, within the three miles' circle.

1925. What was the number of deliveries within that portion of the three miles' circle lying beyond the General-post delivery?—Four deliveries.

1926. How many are there now in the outer circle?—There are six in the outer circle and seven in London.

1927. Have all places within six miles from the General Post-office the benefit of six deliveries a day?—Within three miles there are six and seven, and between three and six miles there are five.

1928. What is the effect of Lord Lowther's change?—The effect of the change is to give a delivery to places within six miles of London.

1929. How many deliveries a day are there within the six-mile circle round the Post-office?—Five. There are seven deliveries in London; there are six deliveries to places within the boundaries of London, within the three-mile circle, such as Camden-town, Holloway, Hackney, and so on; and from the three-mile circle to the six-mile circle, there are five; for instance, in Clapham, Kensington, and so on.

1930. Mr. *Baring.*] How many were there before Lord Lowther's alteration?—Four deliveries at those places; he has made it from four to five.

1931. What circle does that affect?—Between the three miles and the six miles; I have a map here on which it is marked.

1932. Mr. *Hawes.*] Is this universal?—Yes. I do not mean to say there may not be a single house, but it includes all the populous parts.

1933. Will you look at Mortlake on the map?—Mortlake is beyond the six miles.

1934. How many deliveries are there at Mortlake?—Four.

1935. Mr. *Baring.*] What is the expense of the additional accommodation given by Lord Lowther by this arrangement?—£. 3,487. 18 *s.* 1 *d.*, but I think it

*Robert Smith*, Esq.

2 August 1843.

quite right to remark that this expense was not solely for the delivery at six o'clock, but it was to enable us to make an earlier delivery of general-post letters within this particular district; it was found that the letter-carriers were so oppressed,—I think my Report upon this subject is printed in the Papers before this Committee,—it was found that the letter-carriers were so much oppressed, that if this delivery had not been carried out, it would have been necessary to have applied for an additional force to enable the department to meet the General-post delivery.

1936. In point of fact, part of that expense is not fairly attachable to that additional delivery?—No; if it had been confined to this delivery, we could have done it for a less sum.

1937. For how much less?—For about 2,000 *l.*

1938. When did this take place?—It took place about September or October last year.

1939. Have you any means of ascertaining the additional correspondence in consequence?—I have no satisfactory means of ascertaining that; but I have been informed by the surveyor, and by the letter-carriers who deliver at this particular despatch, that the letters have decidedly increased. I have a Return for two months, that is, for May and June, in the last year, and for May and June in this, showing the number of letters collected for the six o'clock despatch, which is the despatch in question, in the last year, before this was carried out, and for the six o'clock despatch since it has been carried out. If I looked upon this as confined to this particular despatch, it would show a large increase of letters; but if I looked at all the despatches the whole of the day, I should find there was a proportionate increase in every despatch of the day; the increase is not confined to that particular delivery. If it was confined to that particular delivery, it would be a clear proof that the accommodation had caused that increase; but as the increase also affects the other deliveries in the day, that is not so obvious.

[*The Paper delivered in:*]

RETURN of the Number of TWOPENNY-POST LETTERS sent out for Delivery at each Despatch, for Eight Weeks in May and June 1842, which was previous to the Extension of the Six o'clock Delivery to Places within a Circle of Six Miles; also, a SIMILAR RETURN for the corresponding Period of 1843.

| Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | 1843: | | | 1842: | | | 1843: | | |
| May 2 | 8 a.m. | 6,344 | May 1 | 8 a.m. | 6,713 | May 6 | 8 a.m. | 6,718 | May 5 | 8 a.m. | 11,518 |
| | 10 – | 11,351 | | 10 – | 14,793 | | 10 – | 9,075 | | 10 – | 10,453 |
| | 12 – | 12,135 | | 12 – | 12,384 | | 12 – | 9,805 | | 12 – | 10,121 |
| | 2 p.m. | 10,248 | | 2 p.m. | 11,275 | | 2 p.m. | 9,290 | | 2 p.m. | 11,447 |
| | 4 – | 14,678 | | 4 – | 15,721 | | 4 – | 14,197 | | 4 – | 14,891 |
| | *6 – | 8,467 | | *6 – | 9,248 | | *6 – | 9,092 | | *6 – | 10,178 |
| | 8 – | 22,277 | | 8 – | 27,045 | | 8 – | 22,497 | | 8 – | 21,978 |
| — 3 | 8 a.m. | 5,655 | — 2 | 8 a.m. | 7,349 | — 7 | 8 a.m. | 4,277 | — 6 | 8 a.m. | 5,669 |
| | 10 – | 9,482 | | 10 – | 11,148 | | 10 – | 10,126 | | 10 – | 10,313 |
| | 12 – | 10,784 | | 12 – | 10,268 | | 12 – | 9,086 | | 12 – | 9,603 |
| | 2 p.m. | 9,524 | | 2 p.m. | 10,398 | | 2 p.m. | 9,457 | | 2 p.m. | 10,433 |
| | 4 – | 13,410 | | 4 – | 15,589 | | 4 – | 14,723 | | 4 – | 14,473 |
| | *6 – | 8,915 | | *6 – | 9,791 | | *6 – | 8,360 | | *6 – | 11,790 |
| | 8 – | 20,352 | | 8 – | 23,046 | | 8 – | 22,606 | | 8 – | 27,415 |
| — 4 | 8 a.m. | 5,363 | — 3 | 8 a.m. | 6,074 | — 9 | 8 a.m. | 6,786 | — 8 | 8 a.m. | 7,325 |
| | 10 – | 10,007 | | 10 – | 11,292 | | 10 – | 13,641 | | 10 – | 14,182 |
| | 12 – | 9,691 | | 12 – | 10,323 | | 12 – | 12,628 | | 12 – | 11,268 |
| | 2 p.m. | 9,587 | | 2 p.m. | 9,667 | | 2 p.m. | 10,034 | | 2 p.m. | 12,094 |
| | 4 – | 13,274 | | 4 – | 15,464 | | 4 – | 15,099 | | 4 – | 17,950 |
| | *6 – | 8,739 | | *6 – | 9,938 | | *6 – | 9,617 | | *6 – | 10,675 |
| | 8 – | 20,007 | | 8 – | 24,196 | | 8 – | 22,828 | | 8 – | 28,162 |
| — 5 | 8 a.m. | 6,141 | — 4 | 8 a.m. | 6,645 | — 10 | 8 a.m. | 5,379 | — 9 | 8 a.m. | 6,364 |
| | 10 – | 9,263 | | 10 – | 12,846 | | 10 – | 10,089 | | 10 – | 12,294 |
| | 12 – | 10,313 | | 12 – | 9,815 | | 12 – | 10,517 | | 12 – | 11,581 |
| | 2 p.m. | 8,867 | | 2 p.m. | 11,967 | | 2 p.m. | 8,808 | | 2 p.m. | 11,831 |
| | 4 – | 13,570 | | 4 – | 15,837 | | 4 – | 13,555 | | 4 – | 15,990 |
| | *6 – | 8,356 | | *6 – | 11 818 | | *6 – | 9,257 | | *6 – | 9,755 |
| | 8 – | 20,642 | | 8 – | 28,440 | | 8 – | 20,877 | | 8 – | 24,172 |

| Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | 1843: | | | 1842: | | | 1843: | | |
| May 11 | 8 a.m. | 4,842 | May 10 | 8 a.m. | 6,822 | May 23 | 8 a.m. | 6,068 | May 22 | 8 a.m. | 6,448 |
| | 10 – | 9,963 | | 10 – | 11,524 | | 10 – | 12,938 | | 10 – | 13,982 |
| | 12 – | 9,897 | | 12 – | 10,651 | | 12 – | 10,964 | | 12 – | 12,419 |
| | 2 p.m. | 10,286 | | 2 p.m. | 9,549 | | 2 p.m. | 9,486 | | 2 p.m. | 10,369 |
| | 4 – | 12,512 | | 4 – | 14,502 | | 4 – | 13,669 | | 4 – | 15,833 |
| | *6 – | 8,598 | | *6 – | 8,671 | | *6 – | 8,536 | | *6 – | 10,784 |
| | 8 – | 22,280 | | 8 – | 22,123 | | 8 – | 22,250 | | 8 – | 28,552 |
| — 12 | 8 a.m. | 6,252 | — 11 | 8 a.m. | 8,928 | — 24 | 8 a.m. | 6,537 | — 23 | 8 a.m. | 5,970 |
| | 10 – | 8,583 | | 10 – | 11,086 | | 10 – | 9,126 | | 10 – | 10,550 |
| | 12 – | 9,466 | | 12 – | 10,043 | | 12 – | 9,047 | | 12 – | 11,468 |
| | 2 p.m. | 9,183 | | 2 p.m. | 9,859 | | 2 p.m. | 9,101 | | 2 p.m. | 10,281 |
| | 4 – | 14,881 | | 4 – | 14,650 | | 4 – | 13,800 | | 4 – | 14,627 |
| | *6 – | 9,134 | | *6 – | 9,484 | | *6 – | 10,740 | | *6 – | 9,357 |
| | 8 – | 24,794 | | 8 – | 25,285 | | 8 – | 30,137 | | 8 – | 28,399 |
| — 13 | 8 a.m. | 6,654 | — 12 | 8 a.m. | 6,043 | — 25 | 8 a.m. | 6,283 | — 24 | 8 a.m. | 9,386 |
| | 10 – | 9,958 | | 10 – | 10,759 | | 10 – | 10,730 | | 10 – | 10,228 |
| | 12 – | 9,565 | | 12 – | 10,872 | | 12 – | 9,658 | | 12 – | 9,442 |
| | 2 p.m. | 8,849 | | 2 p.m. | 9,772 | | 2 p.m. | 8,886 | | 2 p.m. | 10,385 |
| | 4 – | 13,561 | | 4 – | 13,808 | | 4 – | 12,945 | | 4 – | 15,842 |
| | *6 – | 9,074 | | *6 – | 9,324 | | *6 – | 8,315 | | *6 – | 9,630 |
| | 8 – | 21,850 | | 8 – | 23,697 | | 8 – | 22,888 | | 8 – | 28,591 |
| — 14 | 8 a.m. | 4,267 | — 13 | 8 a.m. | 4,780 | — 26 | 8 a.m. | 6,462 | — 25 | 8 a.m. | 5,938 |
| | 10 – | 10,359 | | 10 – | 11,338 | | 10 – | 9,337 | | 10 – | 10,167 |
| | 12 – | 9,764 | | 12 – | 11,127 | | 12 – | 8,307 | | 12 – | 9,366 |
| | 2 p.m. | 8,700 | | 2 p.m. | 9,834 | | 2 p.m. | 9,223 | | 2 p.m. | 9,963 |
| | 4 – | 13,558 | | 4 – | 13,782 | | 4 – | 13,210 | | 4 – | 14,280 |
| | *6 – | 8,237 | | *6 – | 9,214 | | *6 – | 8,420 | | *6 – | 9,157 |
| | 8 – | 21,078 | | 8 – | 22,353 | | 8 – | 22,221 | | 8 – | 24,759 |
| — 16 | 8 a.m. | 4,547 | — 15 | 8 a.m. | 6,761 | — 27 | 8 a.m. | 6,026 | — 26 | 8 a.m. | 6,976 |
| | 10 – | 11,035 | | 10 – | 14,599 | | 10 – | 9,732 | | 10 – | 10,243 |
| | 12 – | 9,756 | | 12 – | 12,923 | | 12 – | 9,224 | | 12 – | 9,451 |
| | 2 p.m. | 9,409 | | 2 p.m. | 11,141 | | 2 p.m. | 8,839 | | 2 p.m. | 9,804 |
| | 4 – | 14,012 | | 4 – | 16,028 | | 4 – | 13,352 | | 4 – | 13,969 |
| | *6 – | 7,980 | | *6 – | 9,058 | | *6 – | 7,794 | | *6 – | 8,009 |
| | 8 – | 18,710 | | 8 – | 27,643 | | 8 – | 24,149 | | 8 – | 25,214 |
| — 17 | 8 a.m. | 5,065 | — 16 | 8 a.m. | 6,870 | — 28 | 8 a.m. | 3,436 | — 27 | 8 a.m. | 3,439 |
| | 10 – | 9,005 | | 10 – | 10,909 | | 10 – | 9,024 | | 10 – | 11,880 |
| | 12 – | 8,621 | | 12 – | 10,681 | | 12 – | 10,220 | | 12 – | 10,356 |
| | 2 p.m. | 8,716 | | 2 p.m. | 10,491 | | 2 p.m. | 9,202 | | 2 p.m. | 9,445 |
| | 4 – | 12,829 | | 4 – | 14,565 | | 4 – | 13,407 | | 4 – | 14,284 |
| | *6 – | 8,771 | | *6 – | 9,281 | | *6 – | 8,130 | | *6 – | 10,075 |
| | 8 – | 19,130 | | 8 – | 26,284 | | 8 – | 20,604 | | 8 – | 24,358 |
| — 18 | 8 a.m. | 5,909 | — 17 | 8 a.m. | 6,324 | — 30 | 8 a.m. | 6,486 | — 29 | 8 a.m. | 6,809 |
| | 10 – | 9,440 | | 10 – | 10,522 | | 10 – | 12,583 | | 10 – | 14,355 |
| | 12 – | 9,028 | | 12 – | 9,558 | | 12 – | 10,485 | | 12 – | 11,680 |
| | 2 p.m. | 8,572 | | 2 p.m. | 9,843 | | 2 p.m. | 10,037 | | 2 p.m. | 10,535 |
| | 4 – | 12,996 | | 4 – | 15,383 | | 4 – | 14,193 | | 4 – | 17,140 |
| | *6 – | 8,133 | | *6 – | 9,443 | | *6 – | 8,569 | | *6 – | 9,578 |
| | 8 – | 29,549 | | 8 – | 23,120 | | 8 – | 21,777 | | 8 – | 25,444 |
| — 19 | 8 a.m. | 5,228 | — 18 | 8 a.m. | 6,317 | — 31 | 8 a.m. | 5,782 | — 30 | 8 a.m. | 6,068 |
| | 10 – | 8,813 | | 10 – | 11,085 | | 10 – | 10,519 | | 10 – | 11,403 |
| | 12 – | 8,634 | | 12 – | 10,381 | | 12 – | 9,733 | | 12 – | 10,883 |
| | 2 p.m. | 8,670 | | 2 p.m. | 10,265 | | 2 p.m. | 9,326 | | 2 p.m. | 12,993 |
| | 4 – | 13,150 | | 4 – | 14,798 | | 4 – | 14,586 | | 4 – | 14,492 |
| | *6 – | 8,370 | | *6 – | 9,406 | | *6 – | 8,717 | | *6 – | 8,980 |
| | 8 – | 19,387 | | 8 – | 24,280 | | 8 – | 26,791 | | 8 – | 26,948 |
| — 20 | 8 a.m. | 5,570 | — 19 | 8 a.m. | 6,373 | June 1 | 8 a.m. | 5,779 | — 31 | 8 a.m. | 5,127 |
| | 10 – | 9,080 | | 10 – | 10,582 | | 10 – | 10,677 | | 10 – | 10,605 |
| | 12 – | 9,008 | | 12 – | 10,004 | | 12 – | 9,526 | | 12 – | 12,769 |
| | 2 p.m. | 8,724 | | 2 p.m. | 9,638 | | 2 p.m. | 9,110 | | 2 p.m. | 8,589 |
| | 4 – | 13,366 | | 4 – | 14,728 | | 4 – | 13,146 | | 4 – | 13,683 |
| | *6 – | 8,671 | | *6 – | 9,356 | | *6 – | 8,086 | | *6 – | 9,096 |
| | 8 – | 21,703 | | 8 – | 22,762 | | 8 – | 19,497 | | 8 – | 21,731 |
| — 21 | 8 a.m. | 4,687 | — 20 | 8 a.m. | 4,628 | — 2 | 8 a.m. | 5,454 | June 1 | 8 a.m. | 5,435 |
| | 10 – | 10,292 | | 10 – | 10,229 | | 10 – | 9,491 | | 10 – | 9,371 |
| | 12 – | 9,124 | | 12 – | 9,463 | | 12 – | 8,990 | | 12 – | 9,835 |
| | 2 p.m. | 9,211 | | 2 p.m. | 9,206 | | 2 p.m. | 9,029 | | 2 p.m. | 9,288 |
| | 4 – | 13,141 | | 4 – | 13,640 | | 4 – | 12,658 | | 4 – | 14,019 |
| | *6 – | 8,574 | | *6 – | 9,401 | | *6 – | 7,942 | | *6 – | 8,451 |
| | 8 – | 22,544 | | 8 – | 23,814 | | 8 – | 20,181 | | 8 – | 20,796 |



(continued)

| Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. | Date. | Hours of Delivery. | Number of Letters. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1842: | | | 1843: | | | 1842: | | | 1843: | | |
| June 3 | 8 a.m. | 5,394 | June 2 | 8 a.m. | 6,775 | June 15 | 8 a.m. | 5,647 | June 14 | 8 a.m. | 6,693 |
| | 10 – | 10,503 | | 10 – | 10,894 | | 10 – | 10,119 | | 10 – | 9,841 |
| | 12 – | 10,626 | | 12 – | 9,740 | | 12 – | 9,809 | | 12 – | 9,991 |
| | 2 p.m. | 9,030 | | 2 p.m. | 10,082 | | 2 p.m. | 8,713 | | 2 p.m. | 9,208 |
| | 4 – | 13,151 | | 4 – | 15,633 | | 4 – | 14,427 | | 4 – | 15,580 |
| | *6 – | 7,995 | | *6 – | 9,132 | | *6 – | 9,057 | | *6 – | 10,740 |
| | 8 – | 21,307 | | 8 – | 23,568 | | 8 – | 20,618 | | 8 – | 22,329 |
| — 4 | 8 a.m. | 3,143 | — 3 | 8 a.m. | 5,364 | — 16 | 8 a.m. | 5,394 | — 15 | 8 a.m. | 5,810 |
| | 10 – | 10,974 | | 10 – | 11,956 | | 10 – | 9,909 | | 10 – | 10,626 |
| | 12 – | 9,633 | | 12 – | 10,187 | | 12 – | 9,386 | | 12 – | 9,503 |
| | 2 p.m. | 10,044 | | 2 p.m. | 9,749 | | 2 p.m. | 8,862 | | 2 p.m. | 8,958 |
| | 4 – | 14,140 | | 4 – | 14,810 | | 4 – | 14,799 | | 4 – | 14,878 |
| | *6 – | 8,419 | | *6 – | 8,758 | | *6 – | 7,487 | | *6 – | 8,022 |
| | 8 – | 19,173 | | 8 – | 23,481 | | 8 – | 19,822 | | 8 – | 23,058 |
| — 6 | 8 a.m. | 5,792 | — 5 | 8 a.m. | 6,175 | — 17 | 8 a.m. | 5,445 | — 16 | 8 a.m. | 5,820 |
| | 10 – | 11,302 | | 10 – | 12,589 | | 10 – | 9,082 | | 10 – | 10,379 |
| | 12 – | 10,684 | | 12 – | 11,063 | | 12 – | 8,442 | | 12 – | 9,963 |
| | 2 p.m. | 10,874 | | 2 p.m. | 10,114 | | 2 p.m. | 8,170 | | 2 p.m. | 10,022 |
| | 4 – | 15,335 | | 4 – | 14,202 | | 4 – | 13,378 | | 4 – | 13,931 |
| | *6 – | 8,534 | | *6 – | 9,185 | | *6 – | 8,114 | | *6 – | 8,510 |
| | 8 – | 21,914 | | 8 – | 22,107 | | 8 – | 22,175 | | 8 – | 20,556 |
| — 7 | 8 a.m. | 5,515 | — 6 | 8 a.m. | 5,830 | — 18 | 8 a.m. | 3,949 | — 17 | 8 a.m. | 3,720 |
| | 10 – | 11,108 | | 10 – | 10,697 | | 10 – | 9,530 | | 10 – | 10,569 |
| | 12 – | 11,388 | | 12 – | 8,885 | | 12 – | 9,653 | | 12 – | 10,678 |
| | 2 p.m. | 10,518 | | 2 p.m. | 10,025 | | 2 p.m. | 8,990 | | 2 p.m. | 8,803 |
| | 4 – | 13,612 | | 4 – | 13,063 | | 4 – | 11,987 | | 4 – | 15,457 |
| | *6 – | 9,073 | | *6 – | 9,936 | | *6 – | 7,914 | | *6 – | 8,322 |
| | 8 – | 20,622 | | 8 – | 22,864 | | 8 – | 18,441 | | 8 – | 18,960 |
| — 8 | 8 a.m. | 6,169 | — 7 | 8 a.m. | 5,708 | — 20 | 8 a.m. | 6,331 | — 19 | 8 a.m. | 6,370 |
| | 10 – | 9,881 | | 10 – | 9,676 | | 10 – | 12,274 | | 10 – | 12,027 |
| | 12 – | 9,630 | | 12 – | 9,518 | | 12 – | 11,990 | | 12 – | 10,718 |
| | 2 p.m. | 9,148 | | 2 p.m. | 9,276 | | 2 p.m. | 10,314 | | 2 p.m. | 10,275 |
| | 4 – | 12,824 | | 4 – | 13,657 | | 4 – | 15,169 | | 4 – | 15,798 |
| | *6 – | 8,334 | | *6 – | 9,323 | | *6 – | 9,972 | | *6 – | 8,747 |
| | 8 – | 19,916 | | 8 – | 22,550 | | 8 – | 19,833 | | 8 – | 22,372 |
| — 9 | 8 a.m. | 4,806 | — 8 | 8 a.m. | 5,781 | — 21 | 8 a.m. | 6,259 | — 20 | 8 a.m. | 5,277 |
| | 10 – | 10,134 | | 10 – | 9,477 | | 10 – | 10,237 | | 10 – | 10,211 |
| | 12 – | 9,788 | | 12 – | 9,412 | | 12 – | 9,365 | | 12 – | 9,620 |
| | 2 p.m. | 9,333 | | 2 p.m. | 11,047 | | 2 p.m. | 8,942 | | 2 p.m. | 9,872 |
| | 4 – | 13,863 | | 4 – | 14,380 | | 4 – | 13,120 | | 4 – | 13,854 |
| | *6 – | 7,252 | | *6 – | 8,070 | | *6 – | 8,281 | | *6 – | 8,212 |
| | 8 – | 20,102 | | 8 – | 20,142 | | 8 – | 20,561 | | 8 – | 19,963 |
| — 10 | 8 a.m. | 5,569 | — 9 | 8 a.m. | 5,940 | — 22 | 8 a.m. | 6,435 | — 21 | 8 a.m. | 5,986 |
| | 10 – | 9,873 | | 10 – | 9,862 | | 10 – | 11,244 | | 10 – | 9,340 |
| | 12 – | 9,379 | | 12 – | 9,303 | | 12 – | 9,377 | | 12 – | 9,684 |
| | 2 p.m. | 8,887 | | 2 p.m. | 9,180 | | 2 p.m. | 9,818 | | 2 p.m. | 9,847 |
| | 4 – | 14,629 | | 4 – | 14,285 | | 4 – | 13,243 | | 4 – | 14,961 |
| | *6 – | 7,985 | | *6 – | 8,983 | | *6 – | 8,062 | | *6 – | 8,887 |
| | 8 – | 21,148 | | 8 – | 23,504 | | 8 – | 19,261 | | 8 – | 21,671 |
| — 11 | 8 a.m. | 3,361 | — 10 | 8 a.m. | 4,282 | — 23 | 8 a.m. | 5,064 | — 22 | 8 a.m. | 5,222 |
| | 10 – | 11,211 | | 10 – | 10,952 | | 10 – | 9,924 | | 10 – | 9,662 |
| | 12 – | 9,719 | | 12 – | 9,117 | | 12 – | 9,535 | | 12 – | 9,221 |
| | 2 p.m. | 8,711 | | 2 p.m. | 9,695 | | 2 p.m. | 9,293 | | 2 p.m. | 9,550 |
| | 4 – | 12,948 | | 4 – | 14,177 | | 4 – | 13,407 | | 4 – | 14,328 |
| | *6 – | 8,790 | | *6 – | 10,377 | | *6 – | 8,157 | | *6 – | 8,732 |
| | 8 – | 19,406 | | 8 – | 22,224 | | 8 – | 18,696 | | 8 – | 19,685 |
| — 13 | 8 a.m. | 6,245 | — 12 | 8 a.m. | 6,060 | — 24 | 8 a.m. | 5,402 | — 23 | 8 a.m. | 6,271 |
| | 10 – | 11,161 | | 10 – | 13,016 | | 10 – | 9,158 | | 10 – | 10,077 |
| | 12 – | 10,519 | | 12 – | 10,861 | | 12 – | 8,380 | | 12 – | 9,576 |
| | 2 p.m. | 9,868 | | 2 p.m. | 11,490 | | 2 p.m. | 8,859 | | 2 p.m. | 9,429 |
| | 4 – | 15,315 | | 4 – | 15,612 | | 4 – | 14,131 | | 4 – | 15,368 |
| | *6 – | 9,229 | | *6 – | 9,082 | | *6 – | 8,254 | | *6 – | 8,506 |
| | 8 – | 23,906 | | 8 – | 23,630 | | 8 – | 21,632 | | 8 – | 23,119 |
| — 14 | 8 a.m. | 6,323 | — 13 | 8 a.m. | 6,632 | — 25 | 8 a.m. | 2,872 | — 24 | 8 a.m. | 3,730 |
| | 10 – | 10,347 | | 10 – | 10,983 | | 10 – | 9,595 | | 10 – | 10,967 |
| | 12 – | 9,677 | | 12 – | 9,062 | | 12 – | 9,101 | | *12 – | 10,128 |
| | 2 p.m. | 9,353 | | 2 p.m. | 8,974 | | 2 p.m. | 9,077 | | 2 p.m. | 9,553 |
| | 4 – | 14,227 | | 4 – | 15,156 | | 4 – | 12,584 | | 4 – | 13,692 |
| | *6 – | 8,456 | | *6 – | 11,326 | | *6 – | 7,611 | | 6 – | 9,323 |
| | 8 – | 20,214 | | 8 – | 25,514 | | 8 – | 18,487 | | 8 – | 18,526 |

* The letters brought in by this collection are those affected by the extension of the six o'clock delivery to a circle of six miles.

(signed) *R. Smith.*

1940. Do you not suppose that the additional delivery, in point of fact, increases the other deliveries also?—To a small extent.

1941. Can you form any calculation whether the additional correspondence has repaid the expense?—It is my decided opinion that it has not repaid the expense; there must be a very large increase of letters to cover that expense.

1942. Do you think it has repaid the 2,000 *l.*?—No, I do not think it has, at present.

1943. Mr. *Wilson Patten.*] Is it gradually increasing now?—The letters have been increasing all the year; we have had a larger number of letters, calculating the first six months of the present year, than last.

1944. *Chairman.*] What would, in your opinion, be the expense of carrying out the system of deliveries every hour?—It would be attended with considerable expense; the bell-money, and so on, from which the letter-carriers derive a part of their livelihood, would be abolished, and they would have to be remunerated for that. I should say, in round numbers, it could not be carried out for less than 19,000 *l.* or 20,000 *l.* a year, and it would be more with consolidation.

1945. For that you would get an hourly delivery to what extent?—Within London, within that part which now receives seven deliveries.

1946. Are you of opinion that that would not very much increase the correspondence?—It would increase the correspondence to a certain extent, but I am very doubtful whether it would increase the correspondence sufficiently to meet the outlay.

1947. You doubt whether it would pay?—I do.

1948. Mr. *F. Baring.*] Do you not believe you might increase the accommodation to the districts round London without a loss in money?—We cannot increase the accommodation to the districts round London without incurring expense at the offices; whether it will pay after that is a question I am not quite prepared to answer.

1949. Looking to your experience, what is your opinion?—I have looked at this long, with a view to give an increased degree of accommodation. I can recollect very well when a letter posted at Paddington, to go to the New Road, after nine o'clock in the morning, did not get delivered till nine o'clock the next morning; but ever since I have been at the head of the department we have been accelerating and improving.

1950. Has not every accommodation you have given paid you within three years?—Yes; but every accommodation we have afforded I think has met the wants of the general class of society; consequently, that we cannot expect so large a return from all the additional accommodation given now as formerly, because the want is not so great; the accommodation is more extended than it was. Take the despatch of letters from Clapham between one and two in the day; if there were another despatch from Clapham at three in the afternoon, I do not think that the same correspondence would be procured as the making a despatch at one or two o'clock in the day, when formerly there was only one at nine in the morning.

1951. Mr. *Escott.*] Were not those accommodations you refer to before the adoption of the penny postage?—Yes; every letter produced 2*d.*, and those in the country districts produced 3*d.*; the rates, therefore, being such as to meet the expense.

1952. Taking the question of increased facilities of accommodation would their expediency or not depend very much upon the rate of postage that you charge?—It must depend of course, in a great measure, on that; for if you are doing business at a very small profit, it becomes a question, if you put on additional expense, how far it is desirable to add to the expense; and though you may increase the business, it is a question whether you can increase it in proportion to the expense.

1953. Are you aware of any accommodation you could give to letters at the penny rate, which would be likely to increase the revenue?—No, I am not; I know not anything that would be likely to increase it.

1954. Mr. *Hawes.*] Both with reference to the facilities of delivery and the weight of letters?—It has been supposed that if the weight were extended to two ounces, that would increase the number of packets considerably, and the revenue would benefit from it. I have thought it right to test that, thinking it possible there might be some such cause. In the former system, before penny postage, we were allowed to take packages to the extent of four ounces, for which a charge of 2*d.* or 3*d.* was made, according to the district to which they were going. I have a Return, taken in November 1837, of the number of letters for six days, weighing

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one ounce, two ounces, and three ounces; also, the total number for the same period. Above one ounce, 3,230; above two ounces, 963; above three ounces, 532: total above one ounce, 4,725. Total for the week, 264,424. So that it will be seen the total number of letters being 264,424, there were only 4,725 above the weight of one ounce, at the period when four ounces passed the post.

[*The Paper delivered in:*]

NUMBER of LETTERS, for Six Days, weighing One Ounce, Two Ounces, and Three Ounces; also, the TOTAL NUMBER for the same Time.

| | |
|---|---|
| Above 1 ounce - - - - - - - | 3,230 |
| Above 2 ounces - - - - - - - | 963 |
| Above 3 — - - - - - - - | 532 |
| Total above one Ounce - - - - | 4,725 |
| TOTAL NUMBER - - - - | 264,424 |

Twopenny-post Office,
8 November 1837.

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NUMBER of LETTERS, for Two Days, exceeding the Weight of Half an Ounce, and not exceeding Two Ounces.

| Date. | Total Number of Letters. | Number exceeding Half an Ounce, and not exceeding Two Ounces. |
|---|---|---|
| 28 July 1843 - - - | 74,035 | 2,488 |
| 29 July — - - - | 72,994 | 1,917 |
| | | 4,405 |

I have also a Return of the number of letters for two days exceeding the weight of half an ounce, and not exceeding two ounces.

1955. Mr. *Wallace.*] At what date is that?—July 28th and 29th. The number for the first day was 74,035 letters; and the total number exceeding the weight of half an ounce for the first day was 2,488. On July 29th, the total number of letters was 72,994; above the weight of half an ounce and under two ounces, 1,917; making a total of 4,405. Now those letters are subject to a rate either of 2 *d.* or 4 *d.*, and in two days they amount to 4,405; consequently, if you reduce the rate of all to 1 *d.*, you have to look to the chance of making up the deficiency from the increased number; and if we are to form any estimate from the numbers as taken in 1837, it would certainly show that you have no right to reckon upon so large an increase as to make up the deficiency; therefore, I have my doubts, under the circumstances, whether the extension of weight might not be detrimental to the revenue instead of a benefit; but there can be no question that, to a certain extent, it would be an accommodation to the public.

1956. Mr. *Hawes.*] Were the district deliveries the same in 1837 as in 1839?—The number of deliveries were not the same.

1957. Were the districts the same?—They were nearly the same.

1958. Mr. *Wallace.*] Have you kept an account of those which were charged 2 *d.* and those which were charged 4 *d.*?—No; I am rather sorry it was not done; but all these accounts materially interfere with the despatch of business, and we are as careful as we can be not to interfere with that.

1959. *Chairman.*] The additional delivery within the circle of six miles is despatched at six o'clock from London, is it not?—At half-past five we despatch it

1960. And the cost of that, you stated, was about 3,000 *l.*?—Yes.

1961. Would it have suited the convenience of the inhabitants of that district, if those letters had been despatched at eight o'clock by the mails?—I should say not; and I should say it was a thing impossible to carry out.

1962. Would it have been practicable to have despatched those letters by the mails at eight o'clock, and to have delivered them the same evening?—It would have been practicable to have despatched them, but the difficulty would have been in the delivery. It will be seen that the six-mile circle includes many large and populous places, but, at the same time, which are difficult of access after a certain hour of the night. Suppose I take the Dovor line; the sorting-office for Greenwich, Blackheath, Lewisham, and Eltham, is the Blackheath post-office; supposing this bag had been despatched by the Dovor mail, we will say that it would arrive at about a quarter before nine o'clock; the performance of the duty of sorting would take from 20 minutes to half an hour, so that the letter-carriers would have to commence their deliveries about a quarter past nine. I calculate that the delivery would take them an hour and a half or two hours. Letters could not be delivered at Lewisham, Blackheath, Lee, and the distant places, till half-past 10 or 11 o'clock, or perhaps later. I will take another line; the Brighton line; there is a mail-cart which goes at night to Brighton; the letters for Streatham, Tooting, and Norwood, must be left at Streatham, as the mail passes through. The sorting-office for Norwood is at Norwood, about a mile and a half from Streatham; and the sorting-office for Tooting is at Tooting, about two miles from Streatham. Now the bags would have to be conveyed from Streatham to Tooting and Norwood, and might arrive there in half an hour; that would make it a quarter past nine before it arrived at those places; the sorting duty would then have to be performed, and they would be given out at 20 minutes to ten, and the delivery would occupy from an hour and a half to two hours; the men, therefore, could not get the letters delivered till 11 or half-past 11. I will take the Stratford line; the bags might be conveyed by the Norwich mail, or by whatever mail goes along that line, and left at Stratford. Now it will be seen that West Ham and Plaistow are marked; West Ham and Plaistow are from a mile and a half to two or three miles from the post-office at Stratford; the men would not get their letters to deliver till 11 o'clock. And then Walthamstow, again, comes within six miles of the Post-office; the bags would be left at Laytonstone, two miles from Walthamstow, and it would be half-past nine or a quarter to ten before they got there, and they would be delivered at Walthamstow at a very late hour. That appears to me to be the objection to the plan proposed; and, in addition to that, the delivery would not be so quick, because the delivery is now completed at seven or half-past seven o'clock, the letters not being so heavy as they would be if you took in another despatch, because there are letters received at six o'clock. As far as acceleration goes, a letter posted in London at four o'clock may be delivered at Kensington at about half-past six, or from that to seven.

1963. Therefore if the letters were sent by the mails at eight o'clock, though that would diminish the expense, it would be attended with no additional accommodation to the public?—I should say they would get their letters so late that it would be hardly of any use to them.

1964. Mr. *Hawes.*] But those letters are sent now, are they not?—Yes, but they are not delivered till the following morning.

1965. *Chairman.*] Is it your opinion, that although the despatching those letters at six o'clock costs more to the Post-office revenue than if they were despatched by the mails at eight, despatching them by the mails at eight would be productive of any convenience to the inhabitants of those districts?—No; I think the letters would be delivered at so late an hour, that it would be of little or no use; and my impression is that it would be almost impossible to do it at that late hour.

1966. Therefore this despatch not being productive of any increased convenience, you could not hope for any increase in the number of letters in consequence of that additional delivery?—No; it appears to me, if a person is in town, and wishes to let his family know that he is not coming home that night, or to dinner, if he can get his letter posted at four o'clock, to be delivered at seven o'clock in the evening, it will be much more convenient than having letters delivered at 10 or 11 at night; it may relieve them from anxiety, and I should say therefore that was a greater accommodation.

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1967. You were going to remark upon the subject of letter-carriers?—With reference to letter-carriers, it has been stated in evidence that if they were to deliver their letters at night, they would have no delivery to make in the morning. Now that is not the case. If we take Blackheath, or Greenwich, or Hammersmith, or Chelsea, or Brompton, letters brought by the railroads are sorted upon Hounslow, upon Kingston, or upon Shooter's-hill: those letters are forwarded in time to come in our morning delivery. At Chelsea and Brompton, I think the number of letters sent up in that way are 200 in a morning; at Kensington, 250. Now those letters must in that case be detained till the next delivery. It is very true that the men will not have so many to deliver, but they will have to go pretty nearly the whole extent of their walks, and therefore the labour will not be saved. The same remark applies to the Waltham Cross line, and to Barnet, and other places, upon whatever line they may be: the letters do not come to London, but they stop short, and go out by the next morning delivery; for example, a letter posted on the Dovor line, at Blackheath, would be delivered between eight and nine o'clock in the morning; but if you were to do away with the morning delivery, they must be detained for some time, and chime in with the next delivery. Then it does appear to me, admitting that, supposing the letter-carriers have this labour to do, that you called upon them to make a late delivery at night, you must provide for this delivery in the morning by extra means, for it is physically impossible to suppose that men would bear up when they were working from six o'clock in the morning till twelve o'clock at night, the time at which they would get to bed.

1968. You have stated that the Twopenny-post letter-carrier has to go four times over his walk in the day?—Yes.

1969. If therefore there were twelve deliveries, it would require three sets of letter-carriers instead of two?—That is our proposition, to let them make four deliveries a day each, if this were carried out.

1970. Mr. *W. Patten.*] Do you find great sickness among the letter-carriers?—No, we do not; I rather consider it a healthy service than otherwise.

1971. Mr. *Hawes.*] Can you state the amount of the gross revenue?—This is an estimate which is taken upon the total number of Twopenny-post letters, passing through the Twopenny Post-office in the year 1842; and I make the gross revenue of the year, so far as we can calculate it, 105,428*l.* 11*s.* 11*d.* It is to be distinctly understood that this is only an estimated account.

[*The same was delivered in and read, as follows:*]

RETURN of the Total Number of TWOPENNY-POST LETTERS passing through the Twopenny Post-office, in the Year 1842, with the Gross Amount of Revenue thereon, as near as can be estimated.

| | Number of Letters. | Amount of Postage. |
|---|---|---|
| | | £. s. d. |
| Paid letters, and letters bearing postage stamps, estimated at 1 *d.* each | 21,772,257 | 90,717 14 9 |
| Unpaid letters, estimated at 2 *d.* each | 1,289,894 | 10,749 2 4 |
| TOTAL Number of Letters | 23,062,151 | |
| Estimated amount of postage on letters above the weight of half an ounce | | 4,733 - - |
| | £. | 106,199 17 1 |
| Deduct for postage on unpaid dead letters sent to the Dead Letter Office, and not returned to the writers | | 771 5 2 |
| GROSS REVENUE for the Year | £. | 105,428 11 11 |

The above Return gives an increase of 250,740 letters in the year over that of 1841.

(signed) *R. Smith.*

Twopenny Post-office, 24 January 1843.

1972. Why

1972. Why do you deduct the dead letters?—Because they are dead letters that are supposed to have been sent back to the writers, and not received.

1973. Mr. *F. Baring.*] In the former calculations, for instance in the 137,000 *l.* which you stated as the gross revenue of 1840, did you deduct the dead letters?—I stated the amount there as it is made up in the accountant-general's office; that is the money paid in as revenue; there we have no difficulty. Before the Penny-post the revenue was paid in, and that appears as the actual amount of the gross revenue.

1974. Did you deduct the dead letters in that case?—Yes; that is the total gross revenue; and from that is deducted the charge for management; that is the amount of postage actually received, from which the charges of management are to be deducted.

1975. Mr. *Wallace.*] How did you arrive at the estimate of 4,733 *l.* upon letters exceeding a penny each?—By taking the account for one week of all postage above half an ounce, and then multiplying it by 52.

1976. Can you recollect what the proportion of letters above a penny was?—No, I cannot.

1977. Mr. *F. Baring.*] What week did you take?—I took a week in January, which is rather heavier than others; January is a heavy month.

1978. Mr. *Hawes.*] You say that January is a heavy month; in what respect do you mean that it is a heavy month?—There is a great deal of correspondence going on at that time; there are a great many tradesmen's bills.

1979. Are the letters in that month more heavy than the letters in other months?—I do not mean that they are greater in weight, but in number; there are more bills circulating at that period.

1980. Then, are we to understand that there are a greater number of light letters in January?—No; I take it as a fair average between January, February, March, and April; I should think there was no difference; it is as fair an average as can be taken.

1981. Mr. *E. Tennent.*] Do you find that there is any difference between the proportions of light and heavy letters in any month at all?—No, not at all. When I took this estimate it was merely for private information. I made a short report upon it to the Postmaster-general, but no use has been made of it beyond that.

1982. Mr. *Cripps.*] You say it would take 188 additional letter-carriers, according to your present calculation, to carry out the hourly deliveries; do you mean that it would take 188 letter-carriers for the London deliveries, or for the deliveries in the three miles' circle?—For the London deliveries only.

1983. Averaging their salaries at 50 *l.* a year each, that would make an increase of 9,000 *l.* a year in letter-carriers' wages alone?—Yes, that is about the sum.

1984. Besides that do you reckon on any increased force in the sorting department?—Yes; a small increased force we should require, because at present there is a little interval between the deliveries. The delivery is completed at perhaps half-past eleven, and consequently before the twelve o'clock delivery is commenced, that enables the persons, who are there occupied for several hours, to get some little refreshment; but if you were to have hourly deliveries the work would be so incessant that we should have great difficulty in clearing off one delivery before the other commenced.

1985. You have stated that the whole expense would be 20,000 *l.*; what have you allowed for the additional expense of the sorting force?—About a thousand a year.

1986. How do you make up the other 10,000 *l.* for the expense of the hourly deliveries?—There is the riding work.

1987. Is there much riding work within what you would call the London delivery?—The riding work would be very considerable from one branch office to another.

1988. Will you have the goodness to give the items of the estimate?—To make 12 deliveries in London about 756 men will be wanted, or about 188 additional men. The expense of the consolidation for 12 deliveries, letter-carriers 9,700 *l.*; to provide for the newspaper duty 6,000 *l.*; for wages, in lieu of compensation for abolishing early delivery and bell money, 5,400 *l.*; for additional accommodation at the branch offices, 500 *l.*; additional clerks, 1,000 *l.*; riding work, 2,900 *l.*; accelerators, 1,000 *l.*; total, 26,500 *l.*

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1989. *Chairman.*] This is your estimate of what would be the additional cost if Mr. Hill's plan, which appears in page 35 of the Evidence, were carried out?—Yes; this estimate was made upon the assumption of hourly deliveries.

1990. Mr. *Hawes.*] This is made upon the assumption of the consolidation of the two forces, including the hourly deliveries?—Yes.

1991. Mr. *Baring.*] You have estimated 5,000 *l.* in lieu of compensation; that would not be a permanent charge?—The superintendent of the Inland-office will answer that question; I made the estimate with him, but he is better acquainted with the details of the Inland department than I am, and can answer better than I can.

1992. Mr. *Cripps.*] Have you made a calculation of the number of letters per day, at 1 *d.* each, that it would take to pay for that 26,000 *l.*?—About 21,000 letters a day.

1993. Do you think if there were those increased deliveries, that it is highly improbable or impossible that the letters should increase 21,000 a day?—I do not like to say that it is not possible; but my own impression is, that it is not probable that we should produce that quantity of letters by the increased accommodation, looking to the accommodation already afforded to the public.

1994. Mr. *E. Tennent.*] Have you made any calculation from which you could tell the exact expense of delivering Penny-post letters in London?—No.

1995. Mr. *F. Baring.*] What is the whole charge?—I do not know what it is, for we pay all the receivers in London, and we pay all the mail-carts in the country for conveying cross letters in the morning; it is all mixed up with the Twopenny-post letters, and, therefore, it is a difficult thing to get at the actual cost. We do a good deal of duty for the General-post; we collect 50,000 letters from receiving houses daily for the General-post.

1996. You stated that you made your estimate by calculating the letters upon which you received 1 *d.* each, and then adding what you thought was fair for letters above half an ounce?—Yes; the account was taken for one week of all postage above the weight of half an ounce, and that was multiplied by 52, to take the average for the year.

1997. In that did you include all the letters delivered by the Twopenny-post?—No, I did not include the General-post letters, I merely took the actual number of Twopenny-post letters delivered.

1998. In the old estimate of the revenue was there not included a charge for delivering General-post letters by the Twopenny-post?—No; there was no separate charge for it; but it was a duty to a much smaller extent; the number of letters before the three-miles circle was carried out, delivered and received, was very small indeed.

1999. Was there any charge originally upon the delivery of General-post letters by the Twopenny-post?—Yes. Previous to the three-miles circle, the charge was very arbitrary, because the boundary of the General-post letter-carriers was not settled upon any principle; but after that was carried out, all General-post letters delivered beyond the circle of three miles were charged 2 *d.*, and all General-post letters posted at places beyond the three miles, were also charged 2 *d.* in addition to the inland rate.

2000. That was included in the revenue of the Twopenny-post?—Not those outwards, only those inwards. We used, before the Report of the Revenue Commissioners, to take credit for the letters both ways, but after that it was discontinued, and we only took credit for the postage we received upon those letters which we delivered.

2001. At the time the Penny-post was brought into operation were there any letters delivered by the Twopenny-post for the General-post, for which you received the money?—Yes; all letters delivered beyond the three-miles circle were charged 2 *d.*

2002. And that was included in your revenue?—Yes; it forms part of that estimate, the 137,000 *l.*

2003. £. 137,000 includes that amount?—Yes; it was about 5,000 *l.* that we got in that way.

2004. Mr. *Escott.*] Do you not think that it may be possible to increase the number of deliveries to such an extent, that instead of being convenient, they may be inconvenient to the public?—That will depend upon the opinions of persons.

I know

I know some parties, who have said to me, "Your letter-carriers are a perfect nuisance; they are knocking at my door all day long."

2005. You think, at present the deliveries are more frequent than the public wish them to be?—I do not know that the public regard it in that light.

2006. Mr. *F. Baring.*] Have you ever had an application to the Postmaster-general from any part of the country to stop the delivery?—No; it is not likely.

2007. Mr. *Escott.*] Do you know of persons having complained of deliveries being so frequent as to be inconvenient to them?—Yes; from my friends I have heard that remark, "Your postmen are a perfect nuisance; they are coming to my door all day long."

2008. You said just now, that under the old system of postage you were granting facilities for more frequent deliveries of letters; did you ever consider the question, whether it would not have been possible very much to have lowered the old rate of postage, and to have kept up the revenue derived from it?—Certainly, I thought that that might have been done, with a judicious alteration of the rate of postage, but that was a private opinion of my own. As far as regards my own department, I should have recommended that letters should be delivered within the three-miles circle for 1 *d.*, and beyond it I should have recommended abolishing the extra charge on General-post letters, which I always considered oppressive.

2009. From the experience which you have had of the Post-office affairs, is it your opinion, that if this and other suggestions had been carried out, great facilities might have been given, and the revenue maintained?—Yes, I decidedly think so.

2010. You are at the head of your department of the Post-office?—Yes.

2011. Did you offer any obstruction whatever to the plan of penny postage?—Most certainly not; for the instant the Government adopted it, I considered it my duty, as I did in every case, to use my utmost exertions to carry it out.

2012. Are you aware of any officer under you offering any obstruction to it?—Certainly not; they dare not. I put an order into the order-book that every facility was to be afforded to Mr. Hill, and every information given him, whenever he liked to come to the department.

2013. Mr. *Cripps.*] Did he come frequently?—No, very seldom; at least to the Sorting department; he was not there more than three times, certainly.

2014. Mr. *Hawes.*] When did you make those recommendations for the reduction of postage to which you have alluded?—I never made them; I did not consider myself warranted to make them.

2015. Mr. *F. Baring.*] As an officer of the department, I take for granted that you would give every assistance to any directions received from the Treasury?—Certainly; the order was received from the Treasury to carry out the plan, and whatever my private views might have been, from the time that the Government had adopted it, I considered that it was my duty to use every means in my power to forward it; and I can most conscientiously say that everything was done by me that I could possibly do with that view.

2016. I feel satisfied that that was the case; but at the same time your own private opinion was unfavourable to the plan, was it not?—I did not expect that it would produce the sum of money which I understood it was estimated to produce, and I did not consider that the increase of letters would be to the extent which I had heard it stated that it would be.

2017. You considered that it was an injudicious step?—As a private opinion, I certainly did.

2018. Mr. *Hawes.*] Were you not examined in 1837 before the Commissioners on Postage?—Yes.

2019. Did you then make any recommendation, or suggest any alteration, either as to the facilities of delivery or the charges of postage?—I mentioned additional deliveries.

2020. But as to the charges; did you make any suggestion?—No; I considered that it was my place to afford every facility and to recommend every facility; but I did not think that I had any business to interfere with the tax.

2021. Were you not examined upon those points of facilities, and the charges of postage?—I might have been asked what the rates of postage were, and have given them.

2022. Mr. *Escott.*] Were you examined as to what you thought the rate of postage ought to be, with a view to keep up the revenue?—I might have been

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examined upon it, and if so, I should certainly have said that such a reduction as was proposed would not have kept it up.

2023. Then, if you were examined to that single point, you would have given the same answer as you have given to me now?—Certainly, as regards the revenue.

2024. Mr. *Hawes*.] Your private opinion was, that the postage was susceptible of some reduction?—Yes. I was alluding more particularly to letters in the General-post district; there can be no question at all that, from the way in which letters were carried, it was a very oppressive charge.

2025. To what time do you allude when these oppressive charges existed?—I think, before Mr. Hill's plan, orders were given from time to time to reduce the rates of postage. In many cases formerly they used to be charged according to the distance they travelled, not according to the distance from place to place. I am now speaking of that which is not connected with my own department, and I cannot, therefore, speak so positively; but I think the reduction had commenced before 1837.

2026. You are now speaking of the charge which you call oppressive, which existed upon letters out of your district?—Yes; those letters which were carried 50 or 60 miles, and charged with postage upon that distance when the places might have been within 10 miles of each other.

2027. But have you not said that the recommendations of reduction referred to letters in your own district?—I have said that I considered the rate of 2*d*. charged upon General-post letters to be too high, and I did consider it so.

2028. Did you state that in 1837?—I do not know that I stated it; I do not know that I suggested that reduction of postage, nor do I know that I had any right to do so.

2029. You were examined also, in 1838, before the Postage Committee?—That examination was very short; I was before the Committee about half an hour; I was examined, certainly.

2030. Did you then point out the expediency of any reduction?—No; I simply answered the questions that were put to me, as nearly as I could.

2031. Have you been called upon by the present Postmaster-general, or any preceding Postmaster-general, to report upon any reduction of postage, or increased facilities?—Upon increased facilities I have been called upon to report, but not reduction of postage; the Postmaster-general would not come to me for suggestions upon the reduction of postage; he would decide upon that himself.

2032. Who was the Postmaster-general who called upon you to report upon increased facilities?—I cannot recollect that.

2033. Was it the present Postmaster-general?—I have had interviews with him upon the subject of facilities.

2034. When you say you reported upon increased facilities, do you speak of a particular plan?—Yes, I can state when I was called upon to report; I was called upon to report upon the practicability of carrying out the 12-mile circle.

2035. Is that report in writing?—I do not know whether it is in writing; I was called upon to give my opinion, but as to recollecting what occurred so many years back, I cannot do it.

2036. Has, or has not, the introduction of the penny postage occasioned a great deal of additional trouble in your department?—Yes, it has increased the details.

2037. And also in the other departments?—Yes.

2038. Has any increase of remuneration been made for that additional trouble?—None whatever.

2039. Have you had any complaints made from time to time in your office, or in other offices, of the increased labour?—Yes; I have had representations from my clerks, and I have recommended them, under the circumstances, not to press their claims, looking to the distressed state of the country, and the state of the Government, and other circumstances.

2040. Has your salary been advanced?—It has; it was originally 500 *l*. a year, but then I used to take journies in the country, for which I was allowed 15*s*. a day; but my time became so much occupied in the performance of my duty at the head office, that I found it impracticable to discharge the duties of both services, and I think I stated that before the Commissioners, and ultimately a surveyor was appointed, and my salary was advanced from 500 *l*. to 600 *l*. a year.

2041. When was that?—I think it was in 1837 or 1838.

2042. Before the penny postage was introduced?—I cannot state, but it was after

after the Commissioners had made their Report; I think it was in 1838 that my salary was increased.

2043. Mr. *Wallace.*] At what hour in the morning do the letter-carriers in your department commence their work?—They are at the different district offices at seven o'clock in the morning, and they commence their delivery at half-past seven.

2044. When do their duties cease at night?—About nine o'clock, or from that to half-past nine.

2045. The General-post letter-carriers and the Twopenny-post letter-carriers have the same walks in certain parts of London?—The walk is not the same; it is divided differently, but they go over the same ground.

2046. Are they proceeding over the same ground at the same time?—In some cases they are.

2407. Can you state which of the walks is generally the most extensive in distance, the General-post letter-carriers' walks or the Twopenny-post letter-carriers' walks?—Mine are the most extensive, decidedly. We have 316 letter-carriers in the districts where the General-post letter-carriers are employed, and they make alternate deliveries, consequently only one half of that force goes upon the ground. There are 252 General-post letter-carriers employed upon the districts in which the Twopenny letter-carriers deliver; that would be 252 compared to 158.

2048. Do the Twopenny-post letter-carriers deliver the foreign and colonial and General-post letters that arrive after mid-day in London?—Except in the City.

2049. In the City, so called, they are delivered by the General-post letter-carriers?—Yes.

2050. Can you state the number of collections made by your department daily?—There are 1,539 collections sent in daily from the receiving houses in the three-mile circle, and there are 190 letter-bags sent to the office daily from the boundary and the country districts; those are collections also; but the collections in the country districts come in one bag; we do not separate them; the charge takers collect them and send them in one bag.

2051. Do those two sums together make the whole of your daily collection?—Yes.

2052. In what way are collections made by your men which are not contained in bags?—They call at the receiving house and the receivers gives the letters to them, and they put them into the letter-bag.

2053. Mr. *Cripps.*] Are they sealed up?—No; the number of letters, and the amount of postage, is marked in the letter-bill, and tied up with the letters.

2054. Mr. *Wallace.*] What may be the greatest distance of any receiving houses which your men fetch letters from?—I should say two miles is the greatest distance.

2055. Does it not happen that the General-post letter-carriers occasionally leave letters behind them in the morning, upon which the letter L. is marked?—There are a few cases sometimes.

2056. How does that arise?—It may be in consequence of the late arrival of the mail, that the letters are not quite prepared by the time that the letter-carriers have to be despatched, but it is very seldom the case; and there are letters missorted too, some letters are left behind every morning; but that is one of those things which must occur under any regulation.

2057. Then those letters, from whatever source they occur, being so left behind, are distributed by your men, and not by the General postmen?—Yes, the same as the day mails.

2058. Can you give any account of the number of public offices and houses, generally in each district that your letter-carriers call at?—No, we keep no account of the public offices; they pay for their letters, and we know nothing about them any more than any others.

2059. Do any of your letter-carriers assist in the morning at the General Post-office?—No.

2060. Do any of them assist in the evening at the Post-office?—I am not aware that they do.

2061. Is there not a period of the day between four o'clock and eight o'clock at night, during which a number of the Twopenny-post letter-carriers are unemployed?—No, they go out at alternate times to deliver; one man goes out at four o'clock, and he returns at six or eight, and another carrier goes out at six, and he delivers his letters the same night; that may be completed at half-past seven, and that man may have nothing more to do unless he returns for extra duty, which he is paid for.

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2062. Have they any other duty whatever but delivering the letters?—No official duty but the delivery of letters.

2063. Are they employed in any other trade of any sort?—Some of them may keep small shops, which are attended to by their wives; or if they have half an hour's spare time, if a man is a tailor or a shoemaker, he may employ that leisure time at home in his trade; but I am not aware that any of them do; they have very little time to spare.

2064. Do the Twopenny-post letter-carriers do any such duty as early delivery?—No.

2065. Is there no time in the afternoon at which your force could be spared to assist in the General Post-office?—Not any; it is a great pressure to get through our duty.

2066. Are you enabled to give the Twopenny-post letter-carriers any leave of absence at all in the course of the year?—Yes.

2067. How is that done?—By supernumeraries. I need not remark that in so large a body of letter-carriers as the letter-carriers for the London district are, there must be always casualties, and there are 70 supernumeraries to fill up the casualties, for leave of absence. We give a man leave of absence sometimes for a fortnight, and a proportion of his income he pays to the man who is doing his duty. Out of 20*s.* he pays the man who is doing his duty 9*s.*

2068. Do all the different officers, the inspectors, the sorters, and sub-sorters, attend at seven o'clock in the morning, as well as the carriers?—Not the whole; some of the senior clerks take it in turn to attend. Those who do the seven hours and a half come at about two o'clock one day and remain till about half-past nine at night, and they come at seven o'clock the next morning and remain till two; and they are then off duty till two the next day, unless it is necessary to keep them on account of leaves of absence, or sickness, or for any other cause, which is commonly the case. We frequently want officers in the Sorting-office to provide for casualties, and those who have time to themselves are called upon to do those duties.

2069. Then the clerks belonging to the Twopenny-post department do duty every day of the week?—Yes; none less than seven hours and a quarter, and many of them nine and ten.

2070. The distinction is, that they alternate between morning and afternoon duties?—Yes, some of the seniors only; a few of them, not the mass of the clerks.

2071. Has your department a body of accelerators?—No; our branch offices supersede those; we send the letter-carriers to the branch offices.

2072. Do your letter-carriers deliver any letters upon the Sunday in any part of London?—No; they deliver in the country on the Sunday; the letters sent by the mail at night to many places beyond the three-miles circle are delivered on the Sunday morning, and they must be delivered before 10 o'clock on the Sunday morning.

2073. Be so good as to state where the Sunday deliveries begin?—Beyond the three-miles circle.

2074. That is considered out of London?—Yes; they get their letters too late to deliver them that night, and as it would not do to detain them till the Monday morning, they are delivered on the Sunday morning.

2075. Mr. *W. Patten.*] Those are delivered by your own men exclusively?—Yes.

2076. Mr. *Wallace.*] How many men are employed on the Sunday duty?—Two hundred and twenty-four is the number who deliver letters on the Sunday morning.

2077. Mr. *Trotter.*] Is that number different from the number employed on the week-days?—Yes, because we have auxiliary assistants who deliver in the week-days. If we want to deliver letters in a district that does not require all a man's time, we get it done at the cheapest rate, by paying a man 7*s.* or 8*s.* or 10*s.* a week, and we term those auxiliary assistants; they are not generally employed on the Sunday morning duty.

2078. Mr. *Wallace.*] If they were required, they would be employed?—Yes.

2079. Have the persons to whom the letters were sent in any instance objected to receiving them on the Sunday morning?—We have had a case; we have had representations, but it can hardly be called an exception to the general rule: one or two persons have made a representation.

2080. Supposing at any of your district offices, or in any large town, the letters that

that were stamped were directed by the Postmaster-general to be delivered in the course of the letter-carrier proceeding to the head post-office, would you see any difficulty or objection to that, provided the stamp was obliterated, and an account taken at the office?—Am I to understand that the letter-carrier is to call at the receiving house, and select letters for his line of delivery?

2081. You are to understand that he takes the whole of the letters, but leaves, on his way to the head office, such letters as are for those persons who live on the line of his walk; but the letters he does not leave on his journey he takes to the head office?—It appears to me hardly practicable to carry out such a plan as that in London.

2082. In London it might not be practicable, because you have accelerators and mail-carts; but in the country districts would it not be?—The receiving houses are very scanty in the country districts; a man would walk three or four miles before he got to a receiving house. The receiving house is in the village, and there are generally very few letters for that village; for instance, the number of letters posted at Brentford, to be delivered at Brentford, would be very small.

2083. Where would those Brentford letters come to; to the General Post-office?—No; they are kept back, and delivered by the letter-carriers under a bye-post regulation.

2084. Similar deliveries might be performed in a large town, might they not?—In the general-post towns they keep back the letters for their own delivery. If a letter is posted in Colchester, it is kept back to be delivered in Colchester.

2085. Where there are receiving houses in towns, in place of bringing the whole number of letters to the receiving house, might they not deliver part on their way?—Then the men must begin to collect a good deal earlier, or there would not be time. The time is so arranged, that the longest possible time is allowed at all the receiving houses; but if the man is to have the power of selecting such letters as may be in his own delivery, and to proceed to deliver those, he must either collect a great deal sooner, or he could not deliver them in time.

2086. In the case of towns where there are four or six deliveries a day, where they are not hurried in the way you are in London, would you see any difficulty?—The difficulty would arise, in every case, where you allow the public the longest time to post the letters.

2087. Besides that objection to it, do you see anything unsafe in it?—No dependence could be placed upon it, because it is left to the option of the letter-carrier whether he will deliver the letter in the regular course of duty or not. We know by the date of the stamp when it should be delivered; but here it would be left to the post letter-carrier to do as he thought proper.

2088. Then, in your opinion, it would not be either expeditious or safe?—Decidedly not; I think the public would derive no benefit from it.

2089. Is there not a considerable time lost in the winter, in dark nights, in the delivery of letters, from the letter-carrier being obliged to resort to the lights?—Not in London, for our gas-lights supersede that, and you have those in all parts of London. The man sorts his letters before he goes out, and he has the letters regularly arranged, and he is acquainted with the places he is going to, and then with the assistance he may have from the gas-lights, he has no difficulty about it.

2090. Would it or would it not accelerate the delivery of letters after dark if the letter-carriers had lights as the policemen have?—No. At one time they had a candle, which they were to use in a lantern, and they did not make use of it.

2091. It would not, in your opinion, accelerate the delivery of letters if the letter-carriers were allowed lamps, such as the policemen have?—I do not think it would.

2092. Mr. *Escott.*] Would it require an additional force to have that Sunday delivery?—It would require an additional force, or you must work the men on the Sunday as well as the week, and they would not have any rest. I should propose to have additional men, in order to give them a rest.

2093. Mr. *Wallace.*] But you do your Sunday work in the country?—Yes; it is expected to be completed by 10 o'clock in the morning; and that is in places where they have not a night delivery.

2094. Mr. *Escott.*] Do you think a Sunday delivery would be a great convenience to the public?—No, I do not think it would; the public have great objec-

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tions to it. It was talked of some time ago, and there was a great outcry against it, even on the part of the merchants.

2095. Mr. *Wallace.*] Are the letter-carriers who deliver on the Sunday in the country the same as those who deliver on the other days of the week?—Yes.

2096. Mr. *Escott.*] Do you think it necessary that the letters which pass through London should remain the whole Sunday in London?—I do not know; I suppose that the public are satisfied about it; there seems to be no objection raised to it. That point was well considered at the time of the agitation respecting the Sunday delivery; it was then proposed to stop them short of London, and send them to places near, but I do not think the public wish anything of the sort.

2097. Mr. *Trotter.*] You stated that some general-post letters were delivered by the twopenny-post carriers; those are letters either mis-sorted, or coming in by the mail subsequent to the delivery by the general-post carriers?—Yes.

2098. But they are not despatched by your carriers till their regular time of going?—Certainly not; they would not be despatched till 12 o'clock.

2099. Therefore, if they did not take the advantage of your despatch, there must be an additional supply of general letter-carriers?—Yes; or they must be detained till the next day.

2100. Mr. *F. Baring.*] You have been asked whether you found in your department that your officers did not give every assistance that was required to Mr. Rowland Hill's plan; can you inform the Committee whether you consider that Mr. Rowland Hill's scheme was favourably looked upon by the officers of your department generally?—I do not know that it was favourably looked upon; all I mean to say is, that everything was done by them with a view to carry it out; but what their private views may have been I cannot say; I am satisfied of this, that no impediment whatever was thrown in the way of Mr. Hill's plan from any private feeling that any individual might have connected with the department.

2101. But do you consider that they had private feelings against it?—I have no hesitation in saying that many of them had; they did not consider it a good plan.

2102. Generally speaking, the feeling was not in favour of the plan?—No; because it was not thought that it would realise what was expected.

2103. Did it not give trouble and inconvenience?—I do not think that has been the feeling; I have never thought of the trouble, and I do not think that they did; it was oppressive at first, but as soon as I could see my way, I applied for that relief to the sorters and letter-carriers which I thought was fair and reasonable, that they might not be more oppressed from the change which had taken place than it was right and proper that they should be; that every man should have a fair share of work.

2104. Did it not give more work to the receivers?—Yes; I was besieged at first with representations upon the subject.

2105. The plan was not popular?—No; because they were called upon to take in every letter paid.

2106. It gave them additional trouble?—Yes, and that at a time when they were badly paid; the stamps were a relief after a time.

2107. Would it not be a great accommodation if the stamps were made universal?—It would be rather a relief to the department if you could exclude any money prepayment at all; it would be, no doubt, a simplification.

2108. Have you any idea how that could be carried into effect?—Nothing could carry it into effect but compulsion; the public have got their choice, and they have had their choice. My impression is, that the per-centage which is allowed to the receiver does a good deal to assist in the circulation of the stamps.

2109. Mr. *Patten.*] Do you know the proportionate amount of money that has been received at the district offices?—No, I do not.

2110. Mr. *F. Baring.*] Would there be any means, by restricting the times in which letters paying money might be posted, which might increase the number of stamps as compared with prepayments, without restricting much the public convenience?—Yes, but I think it would lead to disappointment; it is a difficult thing in such a place as London is to make the people understand the distinction, and many people would be posting their letters under the impression that they would

would pass as paid, without being aware of the consequences and the delay which would arise.

2111. Do you think it possible to have boxes where persons might post letters with stamps upon them, but have no power of posting other letters?—If you could do away with prepayment, you might simplify the letter-carrier's duty, but if you were to have letter-boxes of that description, you must put them into the care of some person, and you must pay him something for taking care of that letter-box, because a man would not like to give up a pane of glass, and to have letter-carriers going in six or seven times a day to receive the letters without receiving something for it.

2112. Could you not have them at the police-stations?—That would be a very small number.

2113. And at the houses of stamp distributors?—It might be done, but no great advantage would be gained by it; I should say that if it was necessary at all, you should increase the number of receiving houses.

2114. But would you accomplish the object by that means?—I cannot fancy that it would be any great advantage; the public have now receiving houses to put their letters in. If you were to say that a letter bearing a postage stamp shall be posted up to five o'clock in the general-post, and a letter that is paid for shall be posted up to four, or half-past four, you would make a distinction as to time. I can see no advantage; so far as the public is concerned, it would be a disadvantage; it would inconvenience the public in order to give an advantage to the Post-office.

2115. What additional inconvenience to the public would it be if a box were placed where none exists now, into which they might drop letters?—It would be no inconvenience to the public; but as far as the department goes, we should increase our labour.

2116. Would it not be an additional convenience to the public?—The greater number of places you appropriate for the receipt of letters, there is no doubt you increase the accommodation to the public; but you increase the details of the department to a certain extent, even if it is only as regards the collection, if you have no account of paid letters. If the men call at those different places, those would in fact be receiving houses on a minor scale, and for which you must give a small remuneration.

2117. There would be no accounts necessary?—No; but you would have to give a small remuneration; you could not get people to take care of those boxes without having some remuneration.

2118. You think limiting the time would be of more effect?—Yes.

2119. Are there any large towns where the post is conducted upon the same system as the London penny-post?—I believe there are.

2120. The letters there are delivered by the general letter-carriers?—Yes.

2121. Have you ever considered the practicability of introducing the penny-post system upon a large scale, such as it is in London, in populous districts?—I should apprehend that it is now done in the neighbourhood of large towns.

2122. Are you aware whether it is done in the Potteries?—No, I am not; but I should imagine that in Exeter, Bath, and Manchester, and other large places, there are three or four deliveries in the day, much upon the same principle as in London.

2123. Confined to the towns themselves?—Yes.

2124. The question applied to thickly populated districts?—I should almost doubt, unless it was very thickly populated, whether it would pay the expenses of delivery to places in the country.

2125. You have never considered it?—No; it does not come within my department at all.

2126. Mr. *Cripps*.] What is the remuneration paid to a receiver in London?—In London the lowest is 8 *l*., and the highest is 100 *l*. a year.

2127. Mr. *Tennent*.] How is it regulated?—According to the quantity of duty; the receiver in Cornhill has 100 *l*. a year; the receiving house faces the Royal Exchange.

2128. Mr. *Hawes*.] The gross revenue now derived from the letters of the London District-post, heretofore the Twopenny-post, in 1842 appears to be as great as it was in the year 1836, as stated by Mr. Hill in his evidence; is that so or not?—It

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—It is not so great, because one is 112,924 *l.*, and by the estimated Return which I have put in, it is 105,428 *l.* for 1842.

2129. Mr. *F. Baring.*] The 112,924 *l.* includes the general-post letters inwards?—Yes.

2130. Mr. *Hawes.*] The present account of the revenue of the London district-post does not include any portion of the postage of general-post letters?—No. There is no postage now to collect upon.

2131. To compare, therefore, the revenue of those two periods, ought you or ought you not to deduct the revenue upon the general-post letters from the revenue of the year 1836?—If you suppose that the revenue derived from the delivery of general-post letters at that period amounted to 5,000 *l.* a year, taking that from the 112,924 *l.*, it will reduce it to 107,924 *l.*, and bring it down nearly to what it was according to that estimate of last year; but the fact is that the letters have doubled themselves, or nearly so, since the penny post has come into operation.

2132. You deduct the 5,000 *l.*?—Yes; I speak generally.

2133. Do you mean that that represents the amount of general-post letters in 1836?—The extra postage received by us at that period on the general-post letters delivered at places beyond the three-miles circle amounted to about 5,000 *l.* If we included the total amount that was collected on letters of that description it would be 10,000 *l.*, because the letters outwards formed a revenue, though it did not come into the twopenny-post.

2134. What was the amount which entered into your revenue from that source in 1836?—The postage upon the letters that we delivered at places beyond the three-miles circle.

2135. Will you state the amount?—I take it at the estimate of 5,000 *l.* a year.

2136. Do you feel confident that that is all?—Yes; I rather think that Mr. Hill is alluding to the total amount of postage received by the twopenny-post on general-post letters posted within the limits of the twopenny-post beyond three miles. Now there were a certain number of letters posted at those places which went into the general-post revenue; I think I was called upon to make a return, as far as my recollection carries me, and I think I returned the amount of postage derived on general-post letters delivered and collected by the twopenny postmen, beyond the limits of the twopenny-post, at 10,000 *l.* a year; but that was both ways.

2137. With regard to letters of extra weight, has not the profit increased with the increased allowance?—Yes; the return shows that it has done so.

2138. Might it not, therefore, be extended still further?—I take it on this principle, that if, when the public could send packets to the weight of four ounces, only half that number of letters passed through above the weight of one ounce, is it fair to calculate that you would get much more under the new system? There are no other inducements given to the public to send packets above the weight of one or two ounces now than there was when they could send them then. I only look at it in that way.

2139. Previously there was a limit of four ounces?—Yes.

2140. Then, as regards any extension of that limit, would it not be a simple question of profit or loss?—Yes; and it was my view of the case that it would be rather a loss than a gain.

2141. But you have stated that such increase of weight as has been permitted has led to a profitable result?—Yes; but if you admit packets to the extent of the ounce, all that you have gained there must be struck off, and they will come into the pennies. You now charge from half an ounce to an ounce at 2 *d.*; but it would allow a packet or a letter to be passing through the local posts, not exceeding two ounces, for 1 *d.*

2142. But the examination rather refers to the plan of extending the weight to be carried under a graduated scale of postage?—I can only answer that as I have done; out of 244,000 there were 500 weighing four ounces.

2143. But with regard to the advance in weight, and its operation on the revenue, have not you entertained a decided opinion yourself?—Yes, I have certainly, and I thought that it might be so till I took this account; because I have said all along there is no objection, so far as the Post-office is concerned (for no weight would affect us in the London post), to extending it to two ounces; and perhaps, in fairness, when you look at the distance you carry a letter of half an ounce

ounce for 1*d.*, the local posts might think they were entitled to have a larger weight than places lying a greater distance. But still a doubt seemed to me to arise upon this point, if there was only a certain number of letters at that period when the weight could go to four ounces, bearing a very small per-centage upon the total number, would those letters increase now in the proportion which you must lose by reducing your rate? That is the only point that I look to; it does not amount to a great deal; but I think it is clear that you have no right to calculate upon much additional revenue from it, even admitting that you make it up.

2144. It is this recent Return which has led you to alter your opinion?—Yes, it is.

2145. You have stated that the Hampstead contractor was late upon a stated number of journies?—Yes.

2146. Are other contractors late upon their journies?—No; we should not allow them to be late; we should report them to the Postmaster-general.

2147. Then it is only the Hampstead contractor who has failed?—Yes; they might have been detained occasionally, but if they are five minutes behind time, the contractor is called upon to account for it.

2148. It is only in that particular case that the scheme of Mr. Hill failed?—Yes, and he was written to. The time that he lost upon one occasion was 20 minutes upon the journey.

2149. Mr. Hill recommended a specific plan, the employment of those short stages and omnibuses; was it or was it not part of the plan that the speed should be fixed by the Post-office, and that the speed which he recommended as on the whole most economical, and equally advantageous to the public, was less than that which the Post-office determined upon?—Yes; that we said we could not give way to, because we should not get our bags in in time.

2150. Then that altered so far the proposition made by Mr. Hill?—Yes; he wanted to reduce the time, and that we did not consent to.

2151. You did not try his plan?—No. We made every possible facility as regards getting contracts from those particular persons by omnibuses and other conveyances. It was made as perfect as it could be; but the other was a question of time, and we said we could not give way as to time.

2152. Mr. *W. Patten.*] What was the difference in time?—Mr. Hill wanted seven miles an hour and we had eight.

2153. Mr. *Hawes.*] Was that including stoppages?—Yes.

2154. The Post-office speed, in point of fact, was greater than that ordinarily travelled by the omnibuses, was it not?—I should apprehend that it was.

2155. Would not that account for your not having so many tenders?—It might possibly; it was a question of time with us, and that question of time we were obliged to maintain.

2156. Was it, or not, a part of the plan that there should be more frequent deliveries, notwithstanding the reduction of speed?—Mr. Hill's plan was, that there should be more frequent deliveries.

2157. His plan, therefore, was a reduction of speed, coupled with an increased number of deliveries, and also greater economy of time and expedition in sorting?—That was his plan; but I did not know that that was at all connected with the contracts which we tried to obtain from the coach proprietors and omnibus proprietors.

2158. And that plan has not, as a whole, been carried into effect?—Certainly not.

2159. You have stated that almost all the receiving houses round London have an additional delivery?—Yes.

2160. Take the case of Kilburn?—That has an additional delivery.

2161. How many deliveries has it?—It has five deliveries now.

2162. That is the number common to all?—Yes; I not only gave the deliveries to places beyond the three-miles circle, but I gave the deliveries to places within the boundary of the three-miles circle at Camberwell, Walworth, Kennington, Newington Butts, Camden Town, Islington, and all places within the boundary of the three-miles circle, have the benefit of this additional delivery, as well as those places beyond it.

2163. Are there five collections as well as five deliveries?—No, we do not collect at those places, because we have already a collection at about eight o'clock in the evening there, and it would be attended with increased expense.

2164. Then there are four collections and five deliveries?—Yes.

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2165. Which is the most expensive, a collection or a delivery?—A delivery certainly.

2166. Have they five deliveries and four collections at Norwood?—Yes.

2167. With reference to the 80,000 letters that you spoke of as twopenny-post letters, are they 80,000 within the London district?—No, belonging to all parts; it is the number of letters collected within the limits of the Twopenny Post-office, and delivered within the limits.

2168. Then those 80,000 letters are not delivered by your present force of letter-carriers of which you have spoken in the London district?—Yes, 80,000 twopenny-post letters are delivered by the twopenny-post letter-carriers, both London and country.

2169. How many letter-carriers are there delivering those 80,000 twopenny-post letters?—The total number of letter-carriers, and of auxiliary assistants, including 70 supernumeraries, is 868, to perform the whole of the duties of town and country within the limits of the London post; 316 is the number within the limits of the general-post delivery.

2170. Does that include supernumeraries and assistants?—There are no assistants there; perhaps it would take a portion of the supernumeraries, say 40.

2171. That makes 356?—Yes; but you will bear in mind that of those supernumeraries, on some occasions, we have not two men out of employ.

2172. Has there been any alteration of the number lately?—Not within the last 12 months.

2173. What is the average length of a letter-carrier's walk?—I have stated that I think from 15 to 17 miles is the extent of ground of each letter-carrier; but it is a very difficult thing to come to a conclusion.

2174. What is the time occupied from the time they begin to deliver to the time they end?—We allow an hour and a quarter; that is the average time.

2175. At what rate do they walk?—If they walk at the Post-office rate, they should walk four miles an hour.

2176. What is the whole length of their walk from beginning to end?—It is a very difficult thing to say; a man may walk two miles in his round, or he may walk four miles in his round.

2177. They have extra pay, have they not, for extra duty?—Yes; if they come to the office, and do extra work, they get 1*s.* for it.

2178. You are acquainted generally, of course, with Mr. Hill's plans for the improvement of the Post-office?—Yes.

2179. In your time, have all those plans been carried into operation, or if they have not, will you have the goodness to specify what has not been carried into operation, so as to show the difference between the present system of the Post-office and that recommended by Mr. Hill?—We have not increased the number of deliveries; that is one of his plans; and the consolidation, that is another.

2180. With regard to the weight of the packet?—That is a recommendation now; I do not know that it was much thought of originally, and that remains the same.

2181. And the prepayment has not been made compulsory?—No.

2182. Mr. *Wallace.*] You have stated that you are of opinion that no part of the day can be spared by your letter-carriers to assist in sorting in the evening?—I am certain of that.

2183. They begin at seven in the morning, and their duties go on continuously from seven in the morning till half-past nine at night, and therefore you consider that they cannot be spared to do any sorting in the Post-office in the evening?—Decidedly not.

2184. With respect to the question of consolidation, some years ago in the city of Edinburgh, and also in the city of London, there were twopenny-post letter-carriers, and also general-post letter-carriers; both of them have been consolidated in those two cities?—Yes.

2185. Are you quite certain, without a fair trial being made in London, of consolidation, that it would not work advantageously?—My opinion is, that it would not; I cannot say more. You will bear in mind, that the number of letters posted and delivered within the twopenny-post limits, is greater than the number of letters posted in all Scotland, according to the weekly Returns, and also more than in Ireland.

2186. Mr. *F. Baring.*] You have been asked upon the subject of increasing the weight of letters passing for a single rate in the London post district; do you believe

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believe that at the present moment the public are aware of the distinction of the London post district from the general post?—There is no distinction in weight at present between the London and the general post.

2187. But if you changed your charge, would you not find considerable difficulty in the public ascertaining the rate that would be chargeable upon their letters?—It is possible, to a certain extent, it might be the case; but I should think persons wishing to send letters by the general post would be pretty well aware of the distinction; and the distinction is more likely to be made in the local towns than in London.

2188. If you were to have this privilege in London, would it not be necessary to extend the same privilege to large towns?—Decidedly; they must all be treated alike.

2189. Would not that destroy the uniformity?—Yes.

2190. And would it not raise all the difficulties which used to arise formerly with regard to how far the delivery should go?—Certainly. The question has been put to me simply as a question of revenue, and I have stated that I saw no difficulty as regards the rate.

2191. Mr. *Wallace.*] You have given in the number of letters as returned from Ireland and from Scotland, and you have stated your belief that the consolidation of the department here could not be carried into effect on account of the great number of letters; is it not a question of force and expense as respects the consolidation of the two departments?—Decidedly; if we had sufficient force and expense we could do anything; it has been only a question of expense, so far as the Post-office is concerned. So far as I am concerned I have no objection to 12 daily deliveries in London; it will give me trouble, but that I do not raise any difficulty about.

2192. *Chairman.*] With respect to this map, which you have produced, within the London district there are seven deliveries?—Yes.

2193. Then in the circle coloured red, there are six?—Yes.

2194. Then in the part coloured yellow, there are five?—Yes.

2195. And in the other beyond that, there are four?—Not universally; there are some places where there are only three; but taking all the important places, there are four.

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*Veneris, 4° die Augusti*, 1843.

MEMBERS PRESENT.

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|---|---|
| Mr. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Gibson. |
| Sir George Clerk. | Mr. Hawes. |
| Mr. Cripps. | Mr. Wilson Patten. |
| Mr. B. Denison. | Mr. Trotter. |
| Viscount Ebrington. | Mr. Wallace. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

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*William Bokenham*, Esq. called in; and Examined.

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2196. *Chairman.*] WHAT situation do you hold in the Post-office?—Superintending President of the Inland-office.

2197. How long have you held that situation?—I think about seven years.

2198. Were you examined before the Commissioners of Post-office Inquiry in the year 1837?—I was.

2199. Were you examined on the subject of the consolidation of the Inland and Twopenny-post departments?—No, I was not; I was examined more particularly on the subject of registration.

2200. Were you examined at all with regard to increasing the number of deliveries of letters, and as to arrangements for accelerating the delivery of general-post letters in the morning?—I was not.

2201. Do you consider that any time would be saved in the delivery of the general-post letters in the morning by the consolidation of the two corps of

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letter-carriers, and their indiscriminately delivering twopenny-post and genera - post letters?—On the contrary, I think the letters would be detained, there would be delay occasioned; that is to say, if it is simply to be an amalgamation of the two offices, with the deliveries as they are now, every second hour.

2202. Would it be possible to despatch from the head office any considerable number of the general-post letters to form a part of the twopenny-post delivery at eight o'clock?—A considerable number of them; all those prepared up to half-past seven in the morning might be so despatched.

2203. If those letters were sent to the branch offices, to be distributed by the twopenny-post letter-carriers, would they not be delivered at an earlier hour than they would be by the general-post letter-carriers leaving the Post-office some time after eight o'clock?—Certainly; that portion of them ready to send to the branch offices at half-past seven, but those which remained afterwards would be delivered much later; take, for instance, a morning this week; Tuesday or Wednesday the Indian mail arrived, the general-post letter-carriers were despatched at 20 minutes before nine, the delivery was completed that morning at half-past 10; the whole of the general-post delivery, every general-post letter was delivered by half-past 10; if the two offices had been consolidated, a portion of letters would have gone at half-past eight, and been delivered before 10, but the remaining portion could not have been delivered before 12; and it would also have this effect, unless we lost time at the sorting tables, taking two letters from Liverpool going to the same party, one might be delivered at eight o'clock, the other at ten o'clock; then, in winter, we could not always prepare our letters to send off to the branch office by half-past nine, so that there would be a third delivery of general-post letters.

2204. Do you conceive that that would be attended with any inconvenience to the department?—Not to the department, but to the public.

2205. Do you conceive it would be more inconvenient than by a portion of the letters being delayed in consequence of the late arrival of some particular train in winter?—Decidedly; on the morning I allude to, when I reached the office, about half-past eight, there were 200 or 300 people waiting in the greatest anxiety to get their letters arriving by the India mail.

2206. If nine o'clock was the hour selected for the combined delivery of the general-post letters and the twopenny-post letters, would you be able by that time, speaking generally, to send out the great bulk of the general-post letters?—Certainly not; we could do it occasionally; we might do it frequently, with perhaps a little more assistance; but with our present establishment, we could not do it once a week, on the average, for we must have all our letters prepared by half-past eight, to reach the branch offices at nine.

2207. Is it your opinion that if the two corps of letter-carriers were consolidated, the result would be that the general-post letters must be detained till the ten o'clock twopenny-post delivery, which would make the delivery of general-post letters later than it is at present, or that the public would lose the advantage of the twopenny-post delivery at eight o'clock, by delaying that delivery till such time as the general-post letters could be sent with them?—That is my opinion.

2208. Would your objection apply equally, if, instead of having deliveries of twopenny-post letters once in two hours, there were hourly deliveries of those letters?—That is entirely a matter of expense; we can have no objection to it; the expense with which it will be attended is the objection; if there was an hourly delivery of letters, with consolidation, a portion of the letters would then go out at eight in the morning, a portion at nine, and a portion at ten, and occasionally a portion at eleven; the question is, whether it would be acceptable to the public, one man receiving his letters three or four hours earlier than another, although possibly they all came by the same mail, and from the same town.

2209. How would it happen that letters coming from the same town should not be sent out together?—The machinery of the Post-office is necessarily very complicated; the sorting, and so on. Yesterday morning we were desired to get the number of letters brought in by the different mails; I obtained it, but the general-post delivery was detained just half an hour in consequence. I was obliged to stop the sorting when I received the northern railway mails; the other bags were thrown under the tables; I was obliged to clear the office three or four times, and commence afresh. Our general plan is to work as hard as we can, until we fill the sorting tables; then our clerks are prepared for the

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the foreign arrivals, which occupy a considerable time in taxing; the French mail takes a great deal of time. Yesterday morning we were obliged to draw a line; the bags of the northern railway were received, and taken to the openers; the openers opened them; the letters were told, and until they had been entirely disposed of, I would not suffer another mail to come into the office. Had I suffered another mail to have come into the office, the Liverpool letters, although the first at the sorting tables, might have had others placed upon them, in which case it would happen, with an hourly delivery, that a portion of the letters from the same town might be sent out at eight, nine, and ten o'clock for delivery.

2210. Would not all the Liverpool letters be sorted at the same time?—They lie on the sorting table, and are piled up in two or three rows, some might be sorted, and others not.

2211. Mr. *Trotter.*] The letters by the different bags are, in your usual course, all mixed together?—Yes; the letters that come in first in the morning, where there have been no stoppages, are sometimes the last sorted, from their being at the bottom of the piles; there can be arrangements made to meet that in some measure; the whole of the Liverpool mail, for instance, might be subdivided, and every person in the office employed upon it until disposed of.

2212. Mr. *Wallace.*] Is that the case from the first?—Yes; they are distributed immediately in the morning to the openers of bags; the bags are turned out into bins, each marked according to the different opener; the A. opener has a certain portion of bags, the B. another, and so on.

2213. The mails which first arrive in the morning are not the first which are sorted?—They probably are, unless there are a great many foreign and ship letters coming in to employ those parties who are waiting to receive them.

2214. Mr. *Cripps.*] They begin to sort them, but then others may come in and interfere with the sorting of them?—Yes.

2215. *Chairman.*] Are you to be understood that it is your opinion that the consolidation of the letter-carriers, without being combined with an hourly delivery of letters, would not be attended with any convenience to the public?—Certainly.

2216. If it were to be combined with hourly deliveries, that would add very materially to the expense?—Undoubtedly.

2217. Do you conceive that a considerable saving would be effected by a consolidation of the two corps?—None whatever; with hourly deliveries we should require a considerable force in addition to our present force. To do the work quickly, we should do it together; but even then with a delivery every two hours, we could not save a single individual.

2218. Have you formed any opinion as to the probable increase of expense that an hourly delivery would occasion?—Yes, I can state to a certain extent the expense which it would occasion.

2219. Do you coincide with Mr. Smith?—Precisely; we made our calculations together, and went through them carefully together.

2220. Have you considered how far it would be advantageous to divide London into separate districts for post-office purposes?—That has had my very serious consideration; I do not like to use the word "impracticable," but it really amounts to it in my opinion. The effect of 10 branch offices would be this, that every post town in the kingdom would necessarily have 10 bags to make up for London, the consequence of which would be, that the country postmaster could never sort the London letters; it would lead to endless confusion. All I know is, that if a man in the Manchester office can manage to divide London into 10 districts correctly, I should be very glad to have him in my own office.

2221. Mr. *Wilson Patten.*] Must that be the case?—Necessarily so.

2222. *Chairman.*] If the address on a letter were "London" only, that letter now comes as a matter of course to the head office; if it were forwarded to the district post-office, such as Lambeth, Marylebone, Westminster, or whatever it might be, and it should go in the bag to that branch, would that remove the difficulty?—Certainly not, for the deputy postmasters in the country would never understand whether Marylebone was under the Euston-square district or the Great Western district.

2223. Suppose Marylebone a post town?—It would then be addressed "Marylebone;" in that case it might be done. I took the other day the num-

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ber of mis-sorts in the London delivery which had to be corrected, and which were corrected before the letters went out; the number of letters mis-sorted, that is, letters addressed to London, mis-sorted to their wrong divisions (our general-post delivery being divided into 15 divisions), 3,079 letters; in the second sorting, 1579 letters were mis-sorted to wrong letter-carriers, making a total of 4,658, and those by experienced men.

2224. Out of what number of letters?—Perhaps about 60,000 or 70,000.

2225. Do not those errors arise from the extent of business to be performed at the head office, and the short time that is necessarily allotted to it?—The short time that is necessarily allotted to it has a good deal to do with it, but that is not all; there are so many streets and courts of the same names, and so many persons have a fancy for having their letters simply addressed "London." I have a separate account of those for that morning, addressed "London" only, sorted by the general-post letter-carriers on Wednesday, July the 12th, 3002; and by the day mail on the same day, 555. My colleague, Mr. Smith, has had a similar account taken for his own office. On the 13th of July the number of letters mis-sorted in his office was 6707.

2226. Viscount *Ebrington.*] Would it be necessary to omit in the direction, the word "London," any more than it is found necessary to omit the name of the county in which any post town is?—Certainly not; I am merely pointing out the difficulties in sorting letters for their proper deliveries. I bring forward this statement to show the difficulty which, with all our experience, we have in sorting the letters to their proper districts, and in the country it must increase 20 fold; the consequence of which would be, that a letter might be sent to the Euston-square district and round to four or five districts before it found its right destination.

2227. *Chairman.*] Do you find a convenience in having all the letter-carriers for all parts of town congregated, so that if there is any doubt of the destination of a letter they may be able to determine it?—Yes; at a certain time in the morning we have the letters with illegible addresses; we have a bell rung and assemble the letter-carriers; the addresses of the letters are then called out, and the letter-carriers acknowledge a great number of them and take them. In the country and branch offices this is not done; the letters mis-sorted are detained, whereas in the General Post-office the letter-carriers being all assembled together, errors of the kind are rectified, and we have not half a dozen letters detained in a morning. I am not prepared to say how many Mr. Smith may have detained in the course of the day in that way, but I should conceive it is considerably above 100.

2228. Mr. *Baring.*] How long does it take you calling out and getting rid of those illegible letters?—We allow for the corrections of errors in sorting 20 minutes on an ordinary morning, and 25 minutes on a Monday morning; that is, for the correction of errors and finishing. We give 20 minutes after the letters are sent to the letter-carriers.

2229. If you had an hourly delivery, and kept those illegible letters till the next hour, you could get the general mass of letters ready 20 minutes before, could you not?—No, not exactly that time; 20 minutes are allowed after the last letters are sent from the sorting office to the letter-carriers; they have the time to set them in for delivery, but perhaps half that time would be saved.

2230. Mr. *Wallace.*] When you state the time occupied in setting right letters, which are imperfectly addressed, or illegibly, what is that as compared with the number of persons who were employed every evening whilst franking was legal in sorting the letters of the Members of both Houses of Parliament?—They were never separately sorted after they left the hands of the inspectors; they were put on the sorting tables with the paid letters all together; we have always one man employed in correcting illegible addresses; we call him the blind man.

2231. Mr. *Denison.*] Suppose the plan of dividing London into districts were attempted, the sorting of letters in the country would have to take place in reference to the different sub-divisions established in London?—Undoubtedly.

2232. Would it not take a greater number of men altogether distributed over the country, to sort those letters in the country before they were sent to London, than is now requisite to sort all those letters in London?—Undoubtedly, and it will take a larger number of bags; instead of 600 bags they must have 6,000 bags to make up, and we should have 6,000 bags to open.

2233. At

2233. At all events, there would be a great increase of strength of men necessary in the country to keep the process going on in the country which now goes on in London?—Yes.

2234. Would not that involve an increase of expense?—A considerable increase of expense in the country, as well as in London. When the penny-post was first introduced, or rather previous to the introduction of the penny postage, it was the practice in the country to sort the London letters into four divisions, franks, paid, unpaid forward, and unpaid London. After the penny postage, the deputies had not time to do it; they sent the whole of the stamped letters mixed up together. We have now to divide them in the office in London, and that occupies a considerable time. I mentioned it to Colonel Maberly, and he said, "As it is a mere matter of expense, it is as well to have it done here as in the country. I am anxious the postmasters should be relieved as much as possible."

2235. Suppose this plan adopted, would not those district post-offices be obliged to make up as many bags for despatch by each train as you make up?—If the district offices despatched as well as received.

2236. If the plan were adopted, would it be desirable it should be attempted for despatch as well as for delivery?—It would appear so; I cannot see the object of receiving bags at particular offices unless you despatch them from the same offices again; but immense large places would be required for the duty; if you despatch from each district office you must have a room nearly equal to the Inland-office, for there must be accommodation for 600 bags.

2237. Mr. *Hawes*.] You have been examined as to the comparative merit of sorting in the country and in London; that is no part of Mr. Hill's plan, is it?—Mr. Hill recommends a new system of sorting, I believe.

2238. In the country?—I am not aware of that being proposed.

2239. *Chairman*.] (To Mr. *Hill*.) Will you have the goodness to explain how you propose the letters from the country to be distributed in London as a part of your system?—Under the plan which I originally proposed, the letters would on arriving in London go to the district offices; there they would be assorted for distribution to the other district offices; they would not be assorted in the country, but on their arrival at the particular district offices in London; but since I have become more familiar with the proceedings of the Post-office I have expressed doubts, as will be found in my evidence, as to the advisability of that portion of the plan, and have confined the use of the district offices, with reference to the general-post letters, to their final assortment for delivery, and also to their assortment for the several post towns or despatch.

2240. Do you propose that the whole of the letters coming by the Birmingham Railway, for instance, should be assorted in the various London districts at the post-office nearest to the Euston station?—Not now; that was my original intention.

2241. Do you propose that postmasters in the country should make up bags for the various London districts?—No, certainly not; my proposition is, that the bags on arrival in London should all go to the chief office precisely as they now go; at the same time, I must admit I have expressed some doubt as to which of the two arrangements would be best; but the one which I believe I have recommended in my evidence is, that the letters should go all together, as they now go, to the chief office; that they should there be assorted into districts as they now are assorted into districts, with this exception, that the districts should be made to coincide with the divisions into which I propose the metropolis should be formed. I think Mr. Bokenham says they are now divided into 15 districts; under my arrangement they would be assorted, say, into 10 districts; the exact number is not a matter of moment.

2242. You propose that the first division should take place at St. Martin's-le-Grand, and that the second process of assortment should take place in the districts?—Yes.

2243. Mr. *Cripps*.] Do not you think that, having changed your opinion once, you might arrive at the conclusion that the present plan is better than either?—It is certainly possible that I might.

2244. Mr. *Baring*.] The plan you originally proposed was before you were connected with the Treasury?—Yes, it was proposed in February 1837.

2245. Subsequent information which you obtained after being employed, and having the means of access to the Post-office, induced you to alter your opinion?—

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opinion?—Yes; my reason for doubting as to which of the courses would be best was this, that under the plan originally proposed, it is manifest that, unless a large number of the mails arrived at once in town, there would for a short time be no work going on at some of the district offices. If, for instance, the mails brought by the Birmingham Railway were stopped at the Euston-square district, the sorters there would have a great deal of work to do, but the sorters at some other districts might be unemployed, in consequence of the non-arrival of a particular mail which delivered those bags at that district. I found there was considerable irregularity in the arrival of the mails, and had reason to believe that that irregularity was unavoidable. I therefore was inclined to doubt as to the policy of the arrangement originally suggested; and I believe it will be found, by reference to my evidence, that I expressed that doubt. At the same time, in the examination which took place during the progress of my evidence, I am not certain whether I did not for a moment forget that statement, and whether I did not recommend the original proposition. With reference to the despatch in the evening, my proposition is that the general-post letters should be taken to the district offices, and there assorted in this manner at each district office, and be put separate from the rest; the letters, for instance, which are sent out by the northern railway; those letters would be sent to the Euston-square office for final despatch, and a similar arrangement would take place with reference to each of the roads from London.

2246. You do not propose that those letters for the despatch should be sent at all to the head office?—Certainly not as a matter of course, according to the system I have laid down; then when all the sorters have arrived at Euston-square, they would put all for Birmingham into one bag, all for Manchester into another bag, and so on. I do not anticipate a despatch of ten bags to Birmingham and ten to Manchester.

2247. Mr. *Wilson Patten.*] With regard to the Scotch and Irish letters, which would go by the Birmingham Railway, those would all go to the station at Euston-square?—Yes.

2248. Mr. *Escott.*] Is the evidence you have now given the same as that which you before gave on this subject?—I have already expressed some doubt.

2249. Have you changed your mind since you gave your evidence on the former day, or had you changed it after you became acquainted with the Post-office, and after your appointment to the Treasury?—I changed my opinion in consequence of having become more familiar with the arrangements at the Post-office.

2250. Has that familiarity increased in consequence of your acquaintance with the arrangements at the Post-office since this Committee commenced, or was the change of opinion before this Committee commenced?—Before this Committee commenced.

2251. How is it that you are desirous to alter the evidence you gave on a former day?—I would ask the honourable gentleman to point out any alteration in my evidence.

2252. Are you, then, only repeating the same evidence you gave on a former day?—

The question was objected to by the Committee.

The Witnesses were directed to withdraw.

The Witnesses were again called in.

2253. *Chairman.*] (To Mr. *Bokenham.*) You have heard the explanation which Mr. Hill has given of his plan, and the mode in which letters should be received and assorted, upon the supposition that London was divided into 10 districts; will you state to the Committee your opinion of the plan as now explained by Mr. Hill; his first proposal is, that all the bags from the country shall be brought to the chief office, and the first assortment take place there?—That corresponds precisely with our present system.

2254. He proposes then that the further division into the letter-carriers' walks be carried on, not at St. Martin's-le-Grand, but that the letters for the several districts shall be sent to the district post-offices, and be there assorted?—I object to that plan on this ground, that I am confident it would lead to innumerable errors. I have pointed out the difficulty of assorting for divisions, and

and the necessity there is for the general-post letter-carriers being all assembled in one room to correct those errors.

2255. If any letters were mis-sorted in the first instance, and sent to a wrong district, they must be returned?—Yes.

2256. And those letters would be much longer in reaching their proper destination, than if the whole process of assortment took place at St. Martin's-le-Grand, where the error would be corrected on the spot?—Yes; and there would be no saving of time, for we must convey the letters, as we now convey the letters and the letter-carriers, to the district; it would be attended with no saving of time, but a loss.

2257. Have you formed any estimate of the number of clerks and sorters that would be required at one of those large district offices, take for instance the office in Euston-square?—I have formed an estimate, which I fear will be useless on the present occasion. I have formed it on the supposition that the bags would be opened at the district offices, and the letters forwarded to others for delivery; the Euston-square office would only dispose of the whole of the letters from the northern railway.

2258. That estimate is made upon the plan as originally proposed by Mr. Hill to the Commissioners in 1837?—In the way I understood it.

2259. What would be the strength required at the different offices on that supposition, with any saving from the plan as now modified?—I have calculated the number of persons required to perform the duties under Mr. Hill's plan. The Birmingham Railway office, we suppose, would require about 80 clerks, sub-sorters, messengers, and stampers; the South Western terminus, 71; the Eastern Counties, 36; the Great Western, 66; the General Post-office, 122; and five other district offices, 70; making 445.

2260. What is the number of persons employed on those duties at present at the chief office?—Three hundred and ninety-four.

2261. Being an increase of 51?—Yes; but then I have taken the whole of our force, every one, myself included; and there is no provision for sickness or anything else.

2262. Mr. *Wilson Patten.*] In that arrangement, do you include those at the head-office?—Yes; I speak of clerks, sub-sorters, messengers, and stampers; not letter-carriers.

2263. *Chairman.*] Have you formed any estimate of what would be the force required to carry into execution the plan as now proposed to be modified?—It is rather difficult to do so at the moment; there would be a great deal of extra sorting at the different branches. I cannot form an estimate at the moment.

2264. Are you able to state from what you have heard of these two plans, which you would consider the least objectionable?—The least objectionable would be the last proposed, for it would not interfere with the public so much as the other would.

2265. Do you think, that under the plan as now modified, the public would gain any advantage as to the time of receiving their letters, or the time allowed for despatching them?—In the time allowed for despatching letters, they certainly would gain a little; they would be able to receive at Euston-square letters for the northern railroad so much later than at St. Martin's-le-Grand as would be equal to the time occupied in conveying letters from the chief office to that place.

2266. Are not there less objections in respect of despatching letters in the evening than in respect of distributing letters in the morning?—Certainly, but the plan would be attended with expense, for the work must be subdivided; but what that expense would be I cannot state without considerable calculation.

2267. The details of those alterations proposed by Mr. Hill have never yet been submitted to the Post-office so as to enable them to form any exact calculation of the increased expense, or the effect in accelerating the delivery and the despatch of letters?—They certainly have not; it would have been necessary for us to have known Mr. Hill's districts, and the precise bounds of each district, to calculate to a nicety; it is true we have formed imaginary ones, but they are of little use.

2268. Has the attention of the Post-office department been directed to the point whether you can introduce changes which would produce facilities to the public consequent on the great increase in the number of letters?—It has been thought

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thought of, but it has always been felt that centralization is the best. I believe the Honourable Member for Greenock candidly admitted it to be best; he had a strong feeling in favour of sorting at the receiving offices and at the branches, but he candidly admitted when he visited the Post-office that it would be perfectly useless and a loss of time.

2269. Have you turned your attention to the mode of arranging the letters for despatch in the evening by the post towns alphabetically, instead of by the division into particular roads?—I have.

2270. Mr. *Escott.*] You say that the plans have not been submitted to you in sufficient detail to enable you to decide on the feasibility of Mr. Hill's plan; are not all these matters which depend very much upon minute detail?—Certainly they are; the Post-office is a mass of detail. The plan for sorting might be adopted as regards post towns, but it would be of no use whatever, it would not save anything in the Post-office; in fact, I must confess I was surprised that Mr. Hill had proposed such a plan, after seeing the details of the Post-office. The difficulty in getting the letters to their final places of disposal would be very great by alphabetical sorting; for instance, there are a number of letters addressed to Strathfieldsaye; (the Duke himself will never address to Hartford Bridge, but simply Strathfieldsaye;) such letters, with an alphabetical sorting, would be sent to letter S, whereas they ought to go to letter H. There are thousands of other cases to which the same thing applies. I have marked in the book produced a number of places which we think it necessary the sorters should know at once. The objection applies to every place in the kingdom, with the exception of about 620 post towns. In the first sorting the letters for despatch are now divided into 18 portions; *i. e.* 10 divisions, two roads, four post towns, one district, one blind, making 18. In the second sorting, 10 of the 18 portions are subdivided into 43, this assorting consequently leaves the letters in 51 portions, of which 44 may be termed roads, the other seven are letters for the large post towns, Liverpool, Manchester, &c. At each road as many boxes are placed for post towns as the letters to be despatched will find employment for one clerk; and as Mr. Hill admits the propriety of the letters for the larger towns being thrown out in the first stage of sorting, it follows that even with his alphabetical sorting the letters must be subdivided into as many portions as they now are, that is 51; the question therefore is, can the letters be divided into 51 portions in one operation? if so, the second sorting may be dispensed with, and we then save one sorting, and reduce the sorting to two operations instead of three. To sort the letters into 51 portions in one operation, it would be necessary for us to give a sorter at the general sorting tables nearly three times the space he now occupies; the result of which would be, that the sorter, instead of remaining in one position, must be constantly walking backwards and forwards, by which one-half, if not two-thirds of his time would be consumed; and as I deny the possibility of a sorter (supposing we could keep him stationary) disposing of more letters than he can under the present system, it follows, admitting for a moment its practicability, that an alphabetical sorting for the despatch would occupy considerably more space, and nearly double the number of hands as compared with our present system. Mr. Hill's proposition would not render the assorting of letters so simple an operation that strangers might be called in to assist in it; for instance, unless a sorter has obtained a knowledge of the principal places, as well as post towns, his alphabetical sorting would leave the letters in (as regards their final disposal) much the same state as they were before he sorted them. Letters addressed Rotherham, York, by a stranger, would be sorted to the Y division, whereas they ought to be sent to the R; letters for Snaith would be sorted to the S division, whereas Snaith being a sub-town under Doncaster, they ought properly to have been sent to the D division. Again, letters for Painswick by the morning despatch are sent to Stroud, by the evening despatch to Gloucester. Ignorance on such points as these, supposing an alphabetical sorting to be the best, would be fatal to the employment of strangers. I will now suppose the letters to have passed through the alphabetical sorting, and to have found their way through their respective boxes into the bags; then comes a very seriously complicated and laborious operation, *i. e.* the assorting of the bags for despatch, an operation which, for want of space, I should say could scarcely be got through with in the present office. To show the difference in the last operation, I will take the following

following as an example:—The Aberystwith and Bishop's Castle bags would have to be conveyed from the A and B divisions to the W for the purpose of being enclosed in the Welchpool bag. The Welchpool and Newtown bags would afterwards have to be transferred from the W and N divisions to the S division to be enclosed in the Shrewsbury bag, which would then have to be taken to the Northern Railway division, to be enclosed in the Shrewsbury and Birmingham sack; whereas by our present system, the letters for Aberystwith, Bishop's Castle, Welchpool, Newtown, and Shrewsbury, as well as those for the other bags forming a portion of the Shrewsbury and Birmingham sack, viz. Wellington, Iron Bridge, Newport, Shifnal, Bilstone, Wednesbury, and West Bromwich, are all sorted at once to the Chester Branch of the Northern Railway, where they are deposited in their respective bags, and the bags themselves enclosed in the sack, ready to be given into the charge of the guard. There are other objections which ought to be pointed out to the Committee. By the present system, the boxes are so arranged that if a letter is thrown into the wrong box, it must be into one for a town in the neighbourhood of the place for which the letter is intended; for instance, a letter for Carlisle, by an accident of the kind alluded to, might be mis-sent to Penrith or Whitehaven, at any rate to a town on that line of road, by which the error would be quickly corrected; whereas by Mr. Hill's proposition, a letter for Carlisle, put out of course under similar circumstances, might be mis-sent to Carmarthen or Carnarvon, from which places it might take days to correct the mistake. The same observation applies to bundles of letters, as well as single letters. As regards an alphabetical sorting for the London delivery, I am of opinion, if time is to be taken at all into consideration, it is impracticable; neither can it ever be introduced into any of the country offices. It is quite impossible to introduce the same system into a country office; for instance, Birmingham will have letters for the whole of the kingdom, but they have not more than 120, or perhaps not so many, bags to put them into.

2271. Do you conceive it would be possible to save one of the operations which now takes place, by which the letters are now thrice subdivided?—It is impossible; the letters must be subdivided somehow or other into 51 divisions; they will be then in a fit state to enable one clerk to dispose of one division; to assort the letters into 51 divisions, the sorter would have to walk twice the length of this table to put the letters in their proper places, whereas he is now stationary. The sorter has a table before him, a short table; by doing away with one operation, this table must be made three times its present length, so that all his time would be occupied in walking about.

2272. Mr. *Baring*.] Would there be any difficulty in placing one table under another?—Then there would be a difficulty in getting at the tables.

2273. *Chairman*.] While Mr. Hill was employed at the Treasury, did he then or previously frequently visit the Inland-office to inspect the actual operation?—I think Mr. Hill visited my office three times; twice I met him there.

2274. Had you frequent communication with him on the subject of the simplification of the system?—I had constant communication with him; I recollect telling Mr. Hill, when I introduced the present system of sorting (previous to the introduction of the penny-post, we had but two operations in sorting), and I recollect telling him I was going to alter it. It was a matter of very serious importance to the Post-office, for, with all our care and attention, we could not get the mails off for an hour after the time.

2275. Was that in consequence of the great increase of the number of letters?—Yes, the alteration was.

2276. Mr. *Baring*.] When was that alteration in the system of sorting made?—I think about six months after the introduction of the penny-post.

2277. *Chairman*.] Did that require a considerable increase in the Inland-office?—None whatever. At each despatching road I was obliged to employ three or four clerks, and never could tell which of the three or four mis-sent a letter; the assorting of the letters was quite at their mercy, as regarded its correctness. I altered the system so as to have a road of sufficient size for each clerk to despatch all the letters for that road; if a letter is now mis-sent, I know the clerk who mis-sends it.

2278. Mr. *Cripps*.] Did that also give you a check on fraud?—In some degree.

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2279. Mr. *Baring.*] At what time do you get your letters for the evening delivery, and begin sorting?—We get a few, but very few, at half-past four.

2280. *Chairman.*] At what time do the sorters get the letters in any number?—From about half-past five to half-past six.

2281. Mr. *Baring.*] There is no attempt at sorting in the other offices?—None whatever, with the exception of the twopenny-post.

2282. In the separation of the general-post letters and the twopenny-post letters, of course the receiver must look at the direction of every letter?—Yes; that is not done, however, with the general-post despatch; we relieve him from it; we found he could not do it. Up to two o'clock letters of every description are sent by the receiver to the penny-post, whether general or twopenny; from two to four o'clock the receiver separates them. At four o'clock he separates the twopenny from the general; at five o'clock he sends the paid letters sepa rately again, as far as he can, but all the stamped letters he sends to us.

2283. After two o'clock he attempts to separate?—Yes.

2284. In doing that he of course must look at every letter?—Yes.

2285. When he is looking at the direction of every letter, there is no attempt at sorting the general-post letters, as regards the places to which they are going?—Certainly not.

2286. In the process of separating the general-post letters from the two-penny-post letters, is there no possibility that he might on that occasion make some sort of distribution of the letters?—No, I think not; the want of time would prevent it. The very operation referred to was in existence at the branch offices; they sorted the letters for the divisions, but the number was so few that it amounted to nothing; it was only the first despatch in which they could do it; and we took more time in cutting the bundles than in sorting the letters ourselves; the receiver could not do it at the general-post despatch with any effect; it would be useless.

2287. Is the number of letters posted from two to four small?—They are not worth our while fetching from the receiving houses; I collect from only 50 receiving houses at four o'clock.

2288. Mr. *Wilson Patten.*] Would there be any advantage in the assortment of letters prior to their being stamped, the examination of the postage stamp upon them, and the obliteration of that postage stamp?—None whatever.

2289. The examination and the obliteration of the penny postage stamp would disturb any arrangement of the letters that had been previously made?—Undoubtedly.

2290. Mr. *Baring.*] On the present system?—Yes.

2291. But there is no necessity for stamping them before they are separated, is there?—Our present process is to stamp the letters as soon as we get them into the office.

2292. *Chairman.*] They are all then taken to the examiner to see that the proper postage stamp is upon them; then that stamp has to be obliterated?—Precisely so.

2293. The rapidity with which that process of obliteration takes place disarranges all the order of the letters?—Undoubtedly.

2294. Therefore any labour of previous assortment would be thrown away, would it not?—I cannot imagine that any previous assortment of the letters could take place, unless it was in the chief office itself.

2295. Unless you could trust the receiver or the officers at the different offices to examine the postage stamp and obliterate it?—In that case we should require a considerable addition of establishment at the branch and receiving offices, or we should get the letters so much later at the chief office. At Lombard-street they could not get their letters sorted with the force there for an hour, and it would not take us 10 minutes.

2296. Mr. *Baring.*] You refer to the last receipt of letters?—Yes.

2297. The questions referred to the earlier receipt of letters?—The numbers are so small it would not be worth while; the trouble would be greater than the benefit; if we could get them earlier, if any large number were brought in the middle of the day a great deal might be done to save trouble to the office.

2298. *Chairman.*] Has your attention been called lately by the Postmaster-general to the consideration of any measures for accelerating the delivery of letters in the morning, and for giving longer time for posting of letters in the evening?—It has.

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2299. Will you state what has been done?—His Lordship desired me to state in detail the additional force, and the expense attending the same, which would be necessary to effect the three following objects; that is, to complete the general-post delivery half an hour earlier than at the present time, to keep the receiving-houses open half an hour later for the receipt of general-post letters, and to return to the old hours for posting letters at the branch offices. My estimate was this: that I should require 20 subsorters and 20 letter-carriers for the morning work; the expense of which, according to the present scale of salaries, would be about 3,040 *l.*; but with regard to the subsorters, I thought we might get them at something less. I therefore suggested 20 subsorters at 67 *l.* 12 *s.*, 1,352 *l.*; the letter-carriers wages being the same as at present, 1,040 *l.*; two accelerators to convey the new letter-carriers to their walks, 400 *l.*; making 2,792 *l.* Then, calculating that the force thus obtained for the carrying out of the first proposition, would of course be available for the second and third, I stated that, with an additional allowance of 300 *l.* per annum for the employment of three extra collecting carts to expedite the collections from the receiving-houses, the three objects his Lordship had in view might be effected. In this estimate I have calculated upon the receiving-houses being open for the free reception of letters until 5. 30 P. M.; that the penny fee will continue to be paid at the chief office upon letters posted between six and seven o'clock; that Lombard-street will be put upon the same footing; and that at the other branches the penny fee will be received between 6 and 6. 45 P. M., instead of 6. 30 as at present, giving half an hour at each of the receiving houses; and to avoid the necessity of compensation to the bellmen, who would otherwise lose a considerable portion of their fees, I proposed allowing them to collect letters till half-past five; but as I found, when looking at the books, that the general-post delivery is completed on the average about 20 minutes later than it was before the introduction of the penny-postage system in 1839, I called his Lordship's attention to the fact, and submitted another proposition to regain that 20 minutes, by which the letters would be delivered as early as before. To effect this saving of time, I should require the services of 15 new subsorters to assist in the town sorting as well as in the delivery (five subsorters less, and 20 letter-carriers less); making the subsorters available for the evening dispatch, I have no doubt I could give all the accommodation really required; that is to say, complete the delivery as early as it was before the Penny-postage; restore the old hours for posting letters at the branch offices, and give half an hour at the receiving offices and to the bellmen. The expense of my proposition was 1,314 *l.*

2300. Mr. *Cripps.*] When was that proposition made?—In July; last month.

2301. *Chairman.*] Has any decision been come to upon that?—I believe it is now under consideration.

2302. Has the Postmaster-general always shown a great anxiety to give every additional facility for the delivery of letters in London, and the extension of the time for posting?—Very great; his Lordship is particularly anxious about it; he is constantly visiting the practical offices himself.

2303. Has there been any feeling or disposition in the office to thwart his Lordship's views in that respect?—None whatever.

2304. You are prepared to state that there has been a desire on the part of the office to give every additional facility in their power to the public in those respects?—Yes; nothing has stood in the way but the expense; we are prepared to do everything, and anxious to give facitities.

2305. Do you consider that the correspondence is likely to increase in consequence of those additional facilities, to such an extent as to compensate for the expense you now propose, of 1,300 *l.*?—Certainly not. I may state this fact, that our late-letter fees have rather decreased than otherwise, since we received them at the Charing-cross office and at Lombard-street.

2306. Mr. *W. Patten.*] How many times in the evening do you collect the letters from the districts to the central office?—It is very uncertain; from Lombard-street we collect in the course of the evening seven or eight times; from Charing-cross three or four times.

2307. At what time in the day do you collect the largest number?—The six o'clock dispatch from Lombard-street is equal, I should say, to all the other letters of the day.

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2308. And at Charing-cross?—It is much the same there.

2309. *Chairman.*] With reference to the proposed increase of strength in the Inland-office, if those additional facilities were given, is it your opinion that all the persons employed in your department at the present time give a fair proportion of time to the service?—I think they do in my office; it is necessary that it should be kept efficient; and on the whole, we average about seven hours and a half attendance, excluding the letter-carriers, and taking every other person in.

2310. The attendance of the clerks, and sorters, and inspectors in your office may be stated to be about seven hours and a half a day?—Yes.

2311. What are the hours of attendance?—We begin at a quarter before six in the morning.

2312. What time do they complete the morning work?—That is very uncertain; the earliest must be half-past nine to a quarter before 10; on Mondays it is a quarter after ten.

2313. Then they are engaged for three hours and three quarters, or from that to four hours, in the morning?—Yes; then I have 11 clerks in waiting every day for the arrivals of foreign and day-mails, till four o'clock; they return again at five, and are on duty till eight; in the Inland-office, on Monday last, we had 85 clerks on duty.

2314. Mr. *Cripps.*] Does that include sorters?—No; the clerks are partly employed as sorters.

2315. Mr. *F. Baring.*] Have you more on Monday than on other days?—On Monday morning three more; on Monday evening one.

2316. Mr. *Wallace.*] How many more are employed on Monday?—On Monday morning I have only three clerks extra on duty, unless I expect the arrival of a foreign mail.

2317. *Chairman.*] What is the length of time that the clerks employed in the Inland-office are detained, upon the morning of the arrival of the American mail?—If we expect the American mail in, we detain 17 clerks throughout the day; last week I think it was, for the whole week (when the "Columbia" went on shore), we had 17 clerks in waiting throughout the entire day.

2318. What are the salaries which are paid to the clerks and persons employed in the Inland-office; if they are divided into classes, will you state the amount for each class?—I have a table, which I will deliver in, of the amount of salaries in each class.

[*The same was delivered in and read, as follows:*]

| | | Senior. | Junior. |
|---|---|---|---|
| 1 | 600 | 23 years | — |
| 3 | 450 | 65 — | 46 |
| 6 | 400 | 43 — | 36 |
| 14 | 300 | 36 — | 23 |
| 3 | 250 | 21 — | 20 |
| 8 | 200 | 20 — | 17 |
| 8 | 160 | 15 — | 12 |
| 8 | 130 | 12 — | 11 |
| 18 | 110 | 9 — | 5 |
| 10 | 90 | 5 — | 4 |
| 50 | 70 | 4 — | 2 months. |
| 129 | | | |

2319. Mr. *W. Patten.*] Do all those clerks begin from the bottom?—Yes.

2320. *Chairman.*] What are the salaries of the clerks at the branch offices in London?—They form a portion of those mentioned in the statement I have delivered in.

2321. Mr. *Hawes.*] In the statement which you have put in with reference to salaries, do the salaries comprise the whole payments, or are there fees or perquisites in addition?—There are perquisites: Mr. Watts has compensation for the loss of the newspapers, and also compensation for the money order office; together they amount to 1,225 *l.*

2322. *Chairman.*]

2322. *Chairman.*] Those perquisites do not apply to the recent appointments?—No.

2323. Are the clerks in the branch offices under your superintendence?—Yes.

2324. Do you consider that they are fully employed?—I do indeed. I wanted a man for the branch office in Lombard-street, about three months since, and I was obliged to give an order that the clerks should take it in turn from the chief office; and I am afraid it will be generally the case as our present men die off.

2325. Are there any fixed hours for attendance at the branch offices?—Yes; one clerk is there from half-past seven in the morning till the close of the office at night; the second goes on duty at 10, and is there till the close of duty; then one of those clerks is not there at all next day; that is, each clerk is off duty two days in the week; one is on from half-past seven in the morning till half-past six at night, and on two nights in the week (foreign post nights) till past eight.

2326. Is there one clerk in attendance during the whole day, at every branch office?—Two from 10 o'clock; the average daily attendance of the six days in the week is about six hours and a half.

2327. What is the number of clerks employed at each of the branch offices?—At Lombard-street there are three for the inland duty; I send a clerk from the chief office for the foreign letters, but three are regularly established there, and they do no duty at the chief office; at Charing-cross four, at Cavendish-street three; at the Borough branch office three.

2328. Can you state what is the number of letters received at each of those branch offices?—I have a table which shows the number.

[*The Witness delivered in the same, which is as follows:*]

QUESTIONS ANSWERED FOR THE SECRETARY.

| QUESTIONS. | OFFICES. | NAMES. | SALARIES. | YEARS OF SERVICE. |
|---|---|---|---|---|
| | | | £. | |
| Names of the clerks employed at each branch office, and the salaries respectively? | Lombard-street - | Mathews - | 138 | 11 years. |
| | | Cowan - - | 98 | 4 – |
| | | Hutchins - - | 118 | 8 – |
| | Charing Cross - | Low - - | 315 | 34 – |
| | | Cookes - - | 315 | 24 – |
| | | M'Mahon - | 250 | 20 – |
| | | Lovett - - | 70 | 2 – |
| | Cavendish-street* | Neale - - | 513 | 46 – |
| | | Holworthy - | 300 | 35 – |
| | | Bird - - | 300 | 34 – |
| | Borough - - | Moss - - | 300 | 35 – |
| | | Paddon - - | 250 | 20 – |
| | | Meheux - - | 200 | 18 – |

* At the Cavendish-street office an extra clerk is employed daily from 12 to 4 o'clock.

| | |
|---|---|
| The duties they perform? | Granting and paying money orders, receiving letters, &c. |

| | DAILY AVERAGE NUMBER OF LETTERS. | | |
|---|---|---|---|
| | OFFICES. | PAID. | UNPAID. |
| The number of letters received at each branch office, as nearly as can be stated, distinguishing paid from unpaid? | Lombard-street - | 3,335 | 7,886 |
| | Charing Cross - - | 1,043 | 2,451 |
| | Cavendish-street - | 673 | 1,457 |
| | Borough - - | 585 | 758 |

(*continued*)

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| | | | |
|---|---|---|---|
| The duties they perform? | Granting and paying money orders, receiving letters, &c. | | |
| | DAILY AVERAGE NUMBER OF MONEY ORDERS. | | |
| | OFFICES. | PAID. | GRANTED. |
| Number of money orders paid and granted daily, on an average? | Lombard-street - - | - - - | 76 |
| | Charing Cross - - | 119 | 96 |
| | Cavendish-street - | 37 | 65 |
| | Borough - - | 63 | 30 |
| General observations, as to whether the full time of the clerks is occupied, and the number of hours daily these same clerks are necessary? | The average daily attendance of the clerks at the four branch offices is 6 ½ hours.<br>I consider that the officers at the branch offices do a fair portion of duty. | | |

Inland Office, 8 July 1843.

—I send an extra officer to Cavendish-street for four hours every day, to assist in the money-order business.

2329. Have you any account of the number of registered letters?—This is a Return which was furnishd by order of The House.

[*The same was delivered in, and read, as follows:*]

Inland Office, 1 July 1843.

A RETURN, for the month of June 1839, of the Number of General-post Letters registered gratuitously in London, in consequence of their being supposed to contain Coin or Jewellery; also a Return, for the month of June 1843, of the Number of such General-post Letters as would have been registered in London, had the plan of Gratuitous Registration been continued. Also a Return for the same month of June 1843, of the Number of General-post Letters actually registered in London.

1. Number of Letters registered gratuitously in London, in June 1839,—
7,666.

2. Number of Letters which would have been registered in London in June 1843, had the plan of gratuitous registration been continued,—
30,880*.

3. Number of Letters actually registered in London in June 1843,—
8,112.

Lieutenant-Colonel Maberly, &c. &c. &c. (signed) *W. Bokenham.*

* Letters actually registered are not included in this number.

2330. Mr. *F. Baring.*] Did you at each office make an estimate of the number of letters containing cash or jewellery?—I had every letter which was passing through my office, supposed to contain cash or jewellery, submitted to a confidential clerk, and he selected those he thought ought to be included in the Return.

2331. Mr. *Wallace.*] Under that list what fee was paid for registration?—A shilling for each letter.

2332. *Chairman.*] Do you consider that the amount of the fee, one shilling, tends materially to diminish the number of letters registered?—I think it does to a very great extent.

2333. Do you think it would be expedient materially to reduce the amount of that fee?—I think not.

2334. For what reason?—There is nothing I fear so much as an extended system of registration in the Post-office; I am afraid we could scarcely go through with it. Perhaps it is too much to say it is impracticable, but it amounts to that as nearly as possible.

2335. It appears from the Return you have just read that the number of letters actually registered in the month of June last was 8,112, that is 2,000 a week?—Yes, that is the average.

2336. Is that the number of registered letters that were despatched from London?—It includes every registered letter that made its appearance in London.

2337. It includes those that are received, as well as those that are despatched?—Yes; and the other Return of the number of cash and jewellery letters includes every letter that could be found.

2338. You said that you dreaded for the sake of the Post-office any great increase in the number of letters; will you state the reason?—From the time that it would occupy in London it would be very difficult to carry it out, but ten times more so in the country offices, in the forward offices, particularly Birmingham. I was calculating last summer when in Birmingham, that 300 registered letters a day would require at times the services of five or six clerks. As regards that office, a certain mail is received within 10 minutes of the despatch of another; for instance, the mail from Wales may arrive 10 minutes before the despatch of another mail south or north; so that the letters brought by the Welsh mail have to be sorted and got ready, leaving no time for registration or scarcely anything else.

2339. Mr. *Wallace.*] Then your objection is on the ground of time and expense?—Yes, more so as to time; I have no doubt it would cover its expenses. My impression is that the money-order office ought to be thrown open to the greatest extent, for the purpose of avoiding the necessity of a cheap system of registration.

2340. *Chairman.*] What additional facilities would you propose should be given to the money-order office, in order to do away as far as possible with the necessity for registration?—I do not conceive that it would be right for me to suggest; it is more a matter for the Postmaster-general and yourself; but I would rather, and I believe that was Mr. Baring's intention, that the money-order office should produce nothing, but be an office of convenience entirely; and I should certainly be very glad to see it so, in order to give the public the facility of sending its money otherwise than by the registration of letters.

2341. Mr. *W. Patten.*] Did you ever distinguish between the letters which contained jewellery and those which contained money?—Yes; the letters containing coin were 18,951, and the letters containing jewellery 11,929 in the month I have alluded to. I took it in this way as a matter of curiosity for myself; it was not called for.

2342. Mr. *Wallace.*] Anything that was not coin, you included as jewellery; you did not ascertain what it was?—No; many of those might have been boxes of pills; but when by shaking we found them to be boxes of pills, we excluded them.

2343. Mr. *F. Baring.*] You feel a great apprehension of a system of cheap registration; but you proposed to the Treasury a system of compulsory registration, did you not?—Yes; but the Postmaster-general proposed to make the thing well known beforehand; and though of course we anticipated great difficulties, and most likely it would have stopped our proceedings for a time, yet they would have been soon got over.

2344. The system of compulsory registration was what you proposed to the Treasury?—Yes.

2345. From the estimate that you made in June 1843, you found there were about 30,880 letters which would have been subject to registration, supposing there had been the old system of registration in operation?—Yes.

2346. Do you not think that a system of compulsory registration would occupy the time of your office much more considerably than a cheap system of registration?—No, I think not; for I imagine had our notices, or rather intended notices, been issued previously to June 1842, we should not have had a third of that number of letters.

2347. Then, in point of fact, it would have had the effect of preventing the public from using the Post-office for the purpose of transmitting those letters?—Yes, I think so, and would have caused a great addition to the money-order office business; that is my impression.

2348. If you yourself were to give an opinion, you would reduce the fee upon money orders, and facilitate the money-order business?—I would.

2349. Have you considered what further facilities might be given?—No, I have not.

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2350. But if those facilities were given, and the fee reduced upon the money orders, there would not be the same object for reducing the fee upon registration?—My impression is, that you should always keep the registration fee higher than the money-order office charge for money orders.

2351. Mr. *Hawes.*] How much higher?—I should like to see it double or treble, myself.

2352. Mr. *F. Baring.*] But without reducing the charge in the money-order office, the recommendation of the Post-office to the Treasury was a compulsory system of registration; contemplating at first keeping the fee the same as at present, but contemplating a reduction eventually to 8*d.*?—Yes.

2353. You think that might have been done?—Yes.

2354. If you reduce your money-order fee, of course you might go even lower than 8*d.* as regards the registration fee?—I think it would be better not to go lower than that. If you get a large quantity of registered letters you must have an office for them, in which case you never can trace them through each person's hand, as you can do at the present time; if you have 20 persons in the office you may have a thief among them, and you could not detect him.

2355. But from that Return it would appear that a large proportion of the letters which were sent, and which would have been subject to gratuitous registration, were money letters?—Yes.

2356. If you reduced the fee upon money orders, and gave facilities, it is probable that a great number would go through the money-order office?—Yes; had we issued our intended notices, my impression is, that the number of registration letters would not have amounted to one-third of the money-order letters.

2357. *Chairman.*] It would have excluded all letters containing articles of small value?—Yes, such as a sovereign and half-sovereigns. The plan formerly was to transmit those small sums through the different country bankers. Our number of money letters was not more than our present number of registered letters.

2358. Will not great inconvenience arise if there is a system of compulsory registration, from the discretion that would be left in the Post-office under that system?—I think at first there would be; but I think that it would lead to persons availing themselves of the money-order office to that extent that we should in the course of time have very few letters registered.

2359. Do you believe that anybody would take the trouble of registering a letter, if the Post-office were bound to register it under a compulsory system?—I think not, as regards letters containing sovereigns or half-sovereigns.

2360. Or anything else; if the Post-office issue notices to the public that they will do the business for them, will anybody take the trouble of doing it?—Careful persons will, for their own security, take the trouble of getting letters registered, because they get a receipt for them.

2361. Would you not be open to great complaint, if by accident you did not register letters of great value?—I think not.

2362. If you compel me to pay a fee upon any letter, which you say from its appearance you think right to register, do not you undertake the duty of registering all letters of that description; and if you do not register those letters, are you not responsible for your neglect?—No, I think not.

2363. Do not you think the public will say so?—We promise to do the best we can.

2364. Do not you take upon you a duty which you cannot perform?—We cannot perform it to the full extent.

2365. Mr. *Denison.*] You do not guarantee the letter with its contents?—No; we take every care that it is delivered, but we are not responsible for its delivery.

2366. Mr. *F. Baring.*] But you guarantee the delivery of the letter, do you not?—No; we undertake to deliver the letter if we can do so, but we do not state positively that we will ensure the safe delivery of the letter.

2367. Mr. *Denison.*] You put the registered letter into a particular bag, for the purpose of giving it more security than if it were put into the general bag?—Yes; we check it through each individual's hand; if a registered letter is lost, we know where it must have been lost.

2368. Mr. *W. Patten.*] Have you lost many registered letters?—Very few; there

there was one the other day, and the clerk who lost it had to make the money good.

2369. Mr. *Denison.*] With respect to the money-order system; supposing prepayment by stamps were made compulsory, how would the postmasters in different parts of the kingdom be able to work the money-order system?—They must have money remitted to them.

2370. Then you would have banking accounts with them all?—Yes.

2371. And might not the public be put to inconvenience from time to time?—Undoubtedly they would, to a certain extent.

2372. Mr. *Hawes.*] But you have such accounts now, have you not?—Yes.

2373. Mr. *Denison.*] Would there be any considerable difficulty in carrying the plan into effect?—It would certainly add to the difficulty, because the postmasters are now in the receipt of postage to a certain extent, and therefore they have revenue in hand to meet the demands upon them, which they would not have from that source under other circumstances.

2374. You must then leave balances in the hands of the postmasters?—Something of that kind must eventually be adopted, if the system of prepayment by stamps is carried out.

2375. Mr. *Cripps.*] Would not that be a difficulty in extending the money-order system throughout the country?—Certainly.

2376. Mr. *F. Baring.*] The balance of the postage money is now left in the hands of the postmasters?—Yes.

2377. There would be no difference, then, arising from compulsory prepayment?—There would be certainly a difference to this extent, that the postmaster would not be in the receipt of so much money as he now is.

2378. You would have to send down money, but there would be no fresh account?—No, no fresh account.

2379. Under the present system, is not the Post-office employed in conveying patterns and small things, which are a great convenience to the public, but which are of no great value?—Yes.

2380. Will not your compulsory registration render all those things liable to payment?—No, I think not. A great number would come in; we should commit many errors in registering letters containing buttons and things of that sort, but they would be rectified afterwards, and I think it would very soon work its cure.

2381. We have heard from Colonel Maberly that it is very difficult, having the immense number of postmasters that you have throughout the country, to get them to follow any direction which is issued from the General Post-office?—It is.

2382. Will they not be exercising a very delicate discretion in determining what letters contain money and what do not?—Yes; I admit that there would be many mistakes.

2383. Do not you think it is a dangerous duty to entrust the postmaster with, finding out what is in the letter?—No, I think not; if the postmaster is disposed to be dishonest, he has now all the opportunities.

2384. Mr. *Hawes.*] You think it practicable to distinguish coin from other things?—Yes, in nine cases out of ten.

2385. Could you yourself undertake to do it from your own experience?—In nine cases out of ten I could.

2386. Should you object to trying at this moment?—No, not if you will give me letters from the Post-office; not letters made up as you may think fit.

2387. The object of your compulsory registration is, if I understand it rightly, to charge the public for a certain class of letters, that is, letters containing coin; do you not think that, in the event of such compulsory registration, the public would so fold up their letters as to conceal the contents?—If they concealed the contents from the officers appointed for the registration duties, it would answer all the purpose, for they would conceal the contents from the thieves.

2388. But the thieves might know from the thickness of the letter that it contained something valuable, while the Post-office might not know whether it contained coin or not?—No; the person intending to steal would not know any more than the other. We do not often lose those thick letters.

2389. You think it possible to fold up the letters in such a manner as to deceive the Post-office?—Undoubtedly, and to deceive the thieves; and if they

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deceive the thieves, they answer the purpose as well as registering their letters. It is not our wish to register letters, but only to give security to letters containing money.

2390. Mr. *Cripps.*] Do not you think you would have a great number of registered letters refused?—Very likely, but it is the least of two evils.

2391. Mr. *Hawes.*] Then I understand you distinctly to say that the Post-office could not undertake to distinguish letters containing coin, from letters that did not contain coin?—Not all letters; as I said before, I think they would distinguish in nine cases out of ten.

2392. Provided the public took no precautions?—Yes, in ordinary cases.

2393. But in order to avoid the registration fee, you give the public a premium to conceal the contents of the letter?—Yes.

2394. Would they not do so in nine cases out of ten?—Yes, perhaps they would. I know a person who tells me that he himself would not use the money-order office or the registration; for if he loses one sovereign in 100, it is as much as he does, and therefore he is quite content.

2395. What do you mean by a compulsory system of registration, if the Post-office do not possess the power of saying whether letters contain coin or not?—I have already stated, that in nine instances out of ten the Post-office do possess the power.

2396. Do you think if I were now to put a certain number of prepared letters in your hand, you could distinguish those containing coin from those which do not?—If you will allow me, I must decline trying it.

2397. Is there any officer in the Post-office who possesses that degree of skilful manipulation that you could produce, who would be able, before this Committee, to distinguish letters containing coin and those which do not?—Certainly not, as regards letters made up in that way.

2398. What do you mean, then, by proposing a system of compulsory registration of letters, founded upon a distinction which you say no officers could make?—I take it in this way; (that is not the class of letters for questions to be decided upon:) take 100 letters from the Post-office, the chances are, if there are 10 money-letters in that 100, the person put to discover the money-letters will discover nine of those; your letters may possibly contain watches.

2399. Would not the fee operate as an inducement to parties to conceal the contents of the letters?—Undoubtedly; and that would at the same time answer the great object we have in registration; that is the idea I wish to convey; if you remove temptation there is no necessity for registration. I believe the Committee will admit that registration must be a difficult and laborious affair.

2400. Then you think that the mere size and thickness of the letter, indicating that it contained something, would not be an inducement to dishonest parties through whose hands it might pass to stop it?—Certainly not.

2401. Mr. *F. Baring.*] Is not your compulsory system of registration a mode rather of checking the public sending things through the Post-office?—I think, to look at it fairly, it was intended to give security to the public by inducing them to use the money-order office; the Postmaster-general had the best intention, and I think it was a very excellent plan that he adopted; I was very much taken with it myself, and as a practical officer, I regret it was not carried out.

2402. But is it not practically, by adding to the postage charge upon persons sending through the Post-office, a means of checking the sending of those things through the Post-office, except through the money-order office?—Undoubtedly it would have that effect.

2403. The proposition of the Post-office was a compulsory registration, but not an immediate reduction of the fee upon registration?—Yes.

2404. But with a prospect for the future of reducing the fee to 8*d.*?—Yes.

2405. Mr. *Hawes.*] You spoke of the number of letters gratuitously registered in 1839, and also the number registered in the year 1843; were forward letters included in both cases?—Yes.

2406. So that it is a fair comparison?—Yes.

2407. Mr. *F. Baring.*] The number now registered is not much larger than it was then?—No, not much; it is rather increased.

2408. Mr. *Hawes.*] How many registered letters are there in the Birmingham office at present?—I cannot say.

2409. Is it large?—No, I should say not. The travelling railway office presents one of the greatest difficulties in registration; in fact, I do not see how it could be worked in the travelling railway office at all.

2410. Do you suppose, that in the event of a cheap system of registration, there would be a great increase in the number of forward letters registered in the Birmingham Post-office?—In every office in the kingdom.

2411. Can you at all estimate the probable increase?—I cannot.

2412. Supposing the registration fee were reduced to 6*d.*?—Then persons who now pay a 5*l.* note into the money-order office would rather register the letter and not take the trouble of it; there is a good deal more service to be performed in the registration; for instance, we have to deliver the letter, whereas by the money-order office, persons call themselves, and the trouble of delivery is saved.

2413. Mr. *Cripps.*] Does the delivery of the registered letter at the house to which it is directed take time?—We have calculated, from a very good source, that it occupies about three minutes, so that a letter-carrier having ten registered letters would lose half an hour in his delivery.

2414. Mr. *Hawes.*] We have been told that if the registration fee were reduced very much, in the travelling post-office there would be great difficulties?—Yes.

2415. How many clerks does that hold?—I think there are three in one, and four in another, but I am not positive.

2416. Have you seen the Return which was laid before this Committee by Colonel Maberly of the number of registered letters received in the travelling post-office?—I have not.

2417. How many clerks could be employed in the travelling post-office?—I should say you could not employ any more than are at present employed; there is no room for any more, unless you could find more space for the bags.

2418. Any great increase in the number of registered letters would involve the hiring of another carriage, would it?—Undoubtedly.

2419. Mr. *Cripps.*] Suppose 10 registered letters come to the travelling post-office at Watford, is the Post-office registration clerk in the travelling post-office obliged to give a receipt for those before the train proceeds, to ensure the certainty of the knowledge of the fact where the letter is lost, if it should be lost?—No; his signature to the letter-bill on which the letters are entered would be the discharge for the postmaster sending them.

2420. He would have to look through the bag to see that the registered letters were right?—Yes, to see that they corresponded with the entry on the letter-bill.

2421. Then suppose 20 bags came into the travelling post-office at Watford, each of those bags having two or three registered letters, would he have to examine each of those bags, and each of those parcels of registered letters, and sign the letter-bills, before the travelling post-office could proceed?—No; the bags are delivered to him sealed, and he opens the bags when the train is in motion.

2422. When does he give the receipt?—He gives no receipt to the party giving the letters to him, but he signs the bill accompanying the bag, and returns it to the London office, and it remains in the London office with his acknowledgment of the letters.

2423. What security is there that that particular clerk has received that particular letter?—If 10 letters were put into the Watford bag for the railway travelling office, those 10 letters would have their addresses on the letter-bill; the clerk on receiving the bag would compare the addresses of the letters with the letter-bill, and tick them off.

2424. Mr. *Hawes.*] If I understand you rightly, the registered letters from the post towns on the route of the travelling post-office are received in sealed bags, and the clerk of the travelling post-office gives a receipt for the bags?—No; he gives a receipt for the contents of the bags.

2425. He does not open the bags?—Yes; he must open the bags to assort the letters.

2426. When he opens the bags and assorts the letters, is there any process of writing?—Yes.

2427. What does he do?—He signs his name to the bill, and then he must enter the address of the letter twice over.

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2428. In books in the travelling post-office?—One entry is in the book in the travelling post-office, and the other on the letter-bill of the post town to which the letter is addressed.

2429. But that is when the train stops?—No, while the train is proceeding.

2430. Taking the work as you have described it in the travelling post-office, if there were a great increase of registered letters there would not be room, you say, for the clerks?—No; you might, of course, put your bags which are sorted into another carriage, but with the present carriage, as the travelling post-office is now constituted, you would not have room for more clerks.

2431. What portion of the travelling office is occupied by bags?—I think one-third.

2432. Could not those bags be put outside?—To a certain extent they might; but how are the clerks to get at them? they are constantly at work upon them; delivering and receiving them, and making them up as they go on.

2433. Does the travelling post-office contain all the bags which are carried the whole way through, or only those delivered at certain stations?—I am now speaking from observation made two or three years ago, for I have not been in the travelling office since; then the plan was to take in the bags for the line of road, to be left right and left, and those going on to the last stage were put into the tender; for instance, they used to drop their tender at Parkside with the Manchester and Liverpool bags.

2434. Do you think any improved arrangements as to placing the bags which are not to be delivered during the journey, would give you such additional space in the existing travelling office, as to enable you to introduce one or more additional clerks?—No, I think not, for the purpose of registration.

2435. Neither in the night mail nor the morning mail?—I was never in the morning mail, and I cannot say. It is a question, perhaps, that I scarcely ought to answer, but my impression is, that the morning mail has no tender, and therefore that the carriage itself is already as full as the one at night.

2436. Mr. *F. Baring.*] The practical officers at the Post-office have, we have been informed by Colonel Maberly, always been very much afraid of a system of registration?—Yes.

2437. Colonel Maberly stated also that the present system of registration was introduced by him rather against the opinions of the surveyors?—I believe the surveyors did object to it.

2438. Mr. *Hawes.*] At what hours are the letters received in St. Martin's-le-Grand?—We have a collection at four o'clock from 50 receiving houses; we get them up about half-past four.

2439. How many clerks are employed in the registration of letters at St. Martin's-le-Grand?—Three in the morning and two at night.

2440. Have you stated the number received?—Yes; that is stated in the Return which I have put in.

3441. *Chairman.*] Have you distinguished the number received and despatched?—No, I have not; but I think I have it. In the week ending the 31st of July, the number received in the week was 1,270; these were delivered in London; the number despatched from London 637, forward letters 203.

2442. Mr. *Hawes.*] That is rather more than 100 per night; what do you calculate to be the maximum number that could be registered per night with convenience, with the present establishment?—I should be sorry to see 300 with the present establishment. We can now trace letters from hand to hand; if you extend the system of registration, it will be morally impossible to do so, therefore you lose your connecting links.

2443. That is, without a great increase of establishment?—No; increase the establishment as much as you please, that will not enable you to do it. You will get a number of people together, and the responsibility will become divided; that is one of the points of objection to extending the registration.

2444. Is the travelling post-office on the Birmingham line the only one you have?—Yes.

2445. Have you at all estimated in your own mind what the increase in the number of registered letters would be, in the event of the sixpenny fee for registration being adopted?—Yes; I have thought we might have as many as 2,000 or 3,000 in a night.

2446. If you left the registration voluntary?—Yes. If you will allow me, I can tell you the class of letters that are now registered; I took the number merely

merely out of curiosity. The number of registered letters received in London on the 29th of July last was 235. The number that contained coin out of those were 8 only; the number supposed to contain jewellery were 11; 106 were addressed to bankers, the rest were addressed chiefly to solicitors.

2447. Of course you have read Mr. Hill's plan of registration?—Yes, and I have expressed my opinion in writing upon it, and this is a memorandum in answer to the Supplement of Mr. Hill's plan: "Mr. Hill states in his Supplement to a Report upon the registration of letters, after quoting Returns of the 4th and 27th ultimo, that there are 60 registered letters, and about 400 letters not registered, containing coin, sent from London daily; and from these facts that gentleman has been led to suppose, that reducing the registration fee to 6 *d.* would give 480 as the maximum number of letters to be registered from London per diem. I, however, cannot agree with Mr. Hill on this point, and I submit that the Returns quoted can be no guide whatever as to the number of letters which may be expected at a low fee; for in looking at the registered letters of the present day, I find there is not a moiety of them that contain either cash or jewellery; and as a proof of this, it will be found on reference to the books of this office, that of 1,170 registered letters delivered in London, in the week ending 4th instant, 502 of them were addressed to bankers and many of them to lawyers. If the registration fee be reduced, the undermentioned classes will avail themselves of the system to an immense, and probably an overwhelming extent: persons who now make use of the money-order office, bankers, lawyers, jewellers, and watch-makers in every branch of the trade. Inland Office, 13th December 1841."

2448. In the event of that great increase of registered letters, do you imagine that the expense incident to that increase would exceed the revenue derived from it?—Certainly not; but it is the want of security that I feel.

2449. But might you not leave the public to judge for themselves as to the security?—I think not; I think a Government department should not lead the public to suppose that they afford a security when really no security exists.

2450. But, in point of fact, do you afford a security now; you have already stated in your evidence that you are not responsible for what is sent?—Not responsible, certainly; but we take every means to secure those letters: we trace them from hand to hand; whereas, if we had a much larger number of registered letters they must go into an office with 20 or 30 clerks, and we could not tell which of the clerks took any letter that might be lost.

2451. Then the public, finding that there was not that security that was expected from the registration fee, would cease to send letters; and thence it would follow that the number would not be so large as you expect?—It might be so.

2452. What harm would it be to leave it to the public to decide for themselves whether or not they would pay the 6 *d.* with such security as you could give them?—That is as regards the London office; but I maintain that you could not do it at all in the forward offices; the time would not admit of it; you may do it in London by limiting the time of posting, but I cannot see how it is to be done in the forward offices.

2453. Mr. *Denison.*] Could you not increase the number of clerks?—I cannot understand how it is to be done: take the travelling office, which is the largest forward office we have, I do not see how we could carry it out at all.

2454. Mr. *Cripps.*] You have given it the most careful consideration in your power?—I have.

2455. And that is the conclusion to which you have arrived?—It is.

2456. *Chairman.*] The system of registration does not remove from the officers of the department the temptation to abstract letters containing articles of value?—Certainly not.

2457. It merely exposes them to greater risk of detection, and to that extent only can it operate as a check upon dishonesty?—Certainly.

2458. Has it been the desire on the part of the Postmaster-general to discourage as much as possible transmitting articles of value through the Post-office?—It has.

2459. Has public notice been given on several occasions that the Post-office would not be responsible for the safe delivery of cash or articles of value?—I should say that notices of that kind must have found their way into nearly every house in the kingdom, for they have been circulated almost by millions.

2460. Have more stringent notices been recently given by the present Postmaster-general than by his predecessor upon that subject?—Yes, certainly.

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2461. But notwithstanding all such notices, there are still persons who persevere in sending money and articles of value through the post?—That is the case.

2462. Mr. *Hawes.*] You have stated that the Post-office can undertake to distinguish letters containing coin from letters containing jewellery?—Not in all cases; as I said before, in nine cases out of ten, on the average, I think it might be done.

2463. You stated that the mere thickness of the packet would not present a temptation to persons in the Post-office?—Not to the same extent; we have of course had many cases of letters containing jewellery stolen, but not to the extent that money-letters have been taken, or anything like it.

2464. Does the Post-office take any pains to inform the public of the necessity of so folding up their packets as entirely to exclude any knowledge of the contents of them?—Not that I am aware of; but the Post-office does this: every officer coming into contact with the public is ordered to caution the public against posting money letters; and I have at my own window frequently heard the clerks almost refuse to take in money letters. They could not absolutely refuse, but they have gone as far as they could do, and the answer has been, "What business is it of yours?" And sometimes the answer has been, "If you will let it alone, it will go safely enough."

2465. Are you of opinion that with a sixpenny registration fee there would be a very great increase of letters containing jewellery registered?—Yes.

2466. And bankers' parcels?—Yes; and law writs, and processes of that kind.

2467. And other letters?—Yes; a great many of old ladies' chit-chat letters would, I think, be registered, if I may judge from their anxiety when posting their letters.

2468. You cannot form any estimate of the number?—No.

2469. *Chairman.*] Does it ever happen that sovereigns are found loose in the bags, which have escaped from the letters?—A considerable number of them; sovereigns and other coins, to the amount of 62*l.* 8*s.* 1*d.* have been found in my own office in the present year.

2470. Was any considerable addition made to the establishment in your office in 1839 upon the introduction of the penny postage?—The department consisted of 443 persons in January 1839; there are now 564 persons in it.

2471. Had you any information given you previously to the introduction of the penny postage, as to the extent of additional labour that would be thrown upon your office?—Mr. Hill told me that I ought to prepare for a fivefold increase, but Mr. Baring said it must be sixfold or he would not be satisfied.

2472. Were you told to make immediate preparation for a fivefold increase of business in the inland office?—I am not aware that it was in that way; Mr. Baring was with Mr. Hill in the office one night seeing the alterations which I was about making, and Mr. Baring put the question as to what extent of additional duty I could undertake in it; my answer was, that I thought twofold or threefold; then those observations followed.

2473. Mr. *Hawes.*] You are perfectly clear in your recollection of that?—Yes.

2474. Should you remain of that opinion if Mr. Hill differed entirely from you?—Certainly; every one in the Post-office was laughing at it at the time.

2475. Mr. *Hawes.*] (To Mr. *Hill.*) You have heard what Mr. Bokenham states; have you any recollection of having made the statement which he refers to?—Certainly not, understanding it with reference to an immediate increase.

2476. Mr. *Escott.*] How far did you go as to the increase?—I have no recollection of any conversation at all with Mr. Bokenham upon the subject.

2477. What increase did you anticipate?—The increase which I anticipated in the course of the first year was threefold; but I did not anticipate even that immediately. Perhaps the late Chancellor of the Exchequer may recollect that I stated that as my opinion.

2478. Mr. *F. Baring.*] (To Mr. *Bokenham.*) Did I ever give you any direction at all personally with reference to the increase of the Post-office?—Certainly not; it was a mere observation made at the moment; it was not addressed to me in any particular way, but you said you would not be satisfied with a less increase than five or six fold. There was some other gentleman there at the time, Mr. Stewart; it might have been said as much to him as to me.

2479. *Chairman.*] But you understood that the increase of business in your office would be five-fold as compared with what it was previous to the introduction of the Penny-post?—Yes, that is what I understood.

2480. Mr. *Hawes.*] Not immediately?—No; I paid very little attention to the observation.

2481. *Chairman.*] Was the additional labour thrown upon the persons employed in your office very considerable after the introduction of the Penny-post?—Very heavy indeed; in fact for the first 12 months it was with the greatest difficulty that I could keep the machinery going.

2482. Did they make any great complaint against the introduction of the system?—No; it was against the hard work. I had very strong memorials from the clerks.

2483. What was the object of the memorials; for increased strength in the office to enable them to meet the duty?—Yes; in the first year, 27 clerks left my office.

2484. On account of the severity of the work?—Yes, they got into other employments; they got something better. In fact it was a general plan with them to get out of my office so soon as they could do so, and it is much the same at the present time.

2485. Was there an increase in the number of hours that they were employed?—Yes.

2486. What was the extent of the increase?—After the introduction of the penny postage we began at half-past five or a quarter to six in the morning, and commenced at four in the afternoon; the hours having before been five in the afternoon and six in the morning.

2487. Mr. *Denison.*] What salaries had those clerks who resigned?—Three of those 27 were old men who were pensioned, and most of the others were upon salaries of 65 *l.* a year.

2488. Mr. *F. Baring.*] Have you ever made a calculation of what additional assistance you would have required if the old rate of postage had continued, and the present increase of letters had taken place?—We should have required a considerable increase.

2489. If the old system of postage was to come into operation, with the present number of letters could you do with the present number of clerks?—I might, but letter-carriers of course I should require more of.

2490. Have you made any calculation of what number you would require?—No, I have not.

2491. Have you many complaints of the time at which letters are allowed to be posted?—I think not many, very few; it is not of that importance, I think, that many persons suppose it to be.

2492. Have you many complaints with reference to the lateness of delivery?—Yes; frequent complaints.

2493. What would it have cost you to have brought the time of delivery to the same time as before?—That is the proposition I now make.

2494. But that combines two objects; what would be the expense of accomplishing that object by itself?—The difference is very small, 300 *l.*

2495. Then 1,300 *l.* would enable you to accomplish the two objects, and 1,000 *l.* would enable you to get rid of the late deliveries?—Yes, it would do that now, but it would not have done it six months ago; we now get our mails in earlier. The Postmaster-general is endeavouring to make it a rule that the mails should all arrive by six o'clock, in which case if there is any irregularity with one we are at work upon the others. When the mails used to come in at six, half-past six and seven, if there was any delay, we were lying idle.

2496. Mr. *Hawes.*] You have stated that the letter-stampers or sorters are employed till half-past nine?—No; the Postmaster-general does not allow me to detain letters on the Monday beyond three-quarters past nine, and a quarter past nine on other days.

2497. What are they at work upon at that hour?—They are waiting, if there is a heavy mail out in the morning; we perhaps can, by waiting a quarter of an hour, manage to deliver the whole of them; and if we send our men off without it, those letters cannot get delivered till after two in the day.

2498. The sorters leave as soon as the letter-carriers are despatched?—Yes, the major part of them; 50 odd of them act as letter-carriers to a certain extent, and then others are employed as substitutes for letter-carriers.

2499. Mr. *F. Baring.*] If you send the letters out at any fixed hour, are you not liable to that difficulty which you stated as an objection to Mr. Rowland Hill's plan with regard to deliveries through the Twopenny-post?—Yes; but that is a very late hour.

*W. Bokenham*, Esq.

4 August 1843.

2500. Mr. *Hawes.*] You propose to give another half hour for the gratuitous posting of letters at the receiving houses?—Yes.

2501. Would not that give more trouble to the chief office than keeping open the receiving house for a whole hour, and charging an extra penny?—No, I do not think the public will thank you for it; we have given them accommodation at the branch offices, and the fees, instead of increasing, have decreased; which seems to show that it is not required, or the public would have availed itself of it.

2502. Mr. *Escott.*] Do you think that it would be a great convenience if persons were obliged to make slits in their doors for the purpose of receiving letters?—It would certainly facilitate the delivery of letters to a great extent; but some persons object to it as not being a safe plan; they get their letters fished out, as they call it.

2503. Is there a great deal of inconvenience from illegible directions?—Yes; a great deal of time is occupied in deciphering them.

2504. Do you think it would be possible to make people direct their letters in a legible hand?—No.

2505. You have no plan for sending the writing-master abroad in the country to do that?—No, certainly not.

2506. Mr. *F. Baring.*] Would it be a convenience to the Post-office if the post town was always given as a direction, without the county?—I think it would.

2507. Have you not found that the public have adopted the request of the Post-office to put their stamps in a particular position?—Yes, but it is the most convenient place to put them, and if they put them at the back we charge the letters, so that it is in a great degree compulsory.

2508. Mr. *Hawes.*] Do you mean that you charge the letters when the stamp is put where the seal is ordinarily placed?—We do not see the stamp.

2509. Mr. *Escott.*] If you use the stamp to seal the letter, and you direct on the same side, the letter goes free?—Yes.

2510. Mr. *Cripps.*] With respect to hourly deliveries, you say that some of the General-post letters would be delivered at eight o'clock, and some at nine, and some at ten, and so forth; do not you think it is a great convenience persons knowing as a matter of fact when their General-post letters will be delivered?—Undoubtedly.

2511. Mr. *W. Patten.*] Would the abolition of money prepayment be a great convenience to your department?—It would.

2512. Would it diminish the number of your clerks?—No; because I calculated that it occupies very nearly as much time examining the stamp and destroying it, and so on, as it does in receiving the penny.

2513. Mr. *F. Baring.*] Suppose you got rid of the present system altogether, and allowed parties to post their letters as they used to do, charging the penny upon the receipt of the letter, but still leaving the party the power of prepaying that penny, what is your impression as to the pecuniary effect of that upon the Post-office?—My impression is this, that it would make a great deal of labour, and produce very little revenue in proportion to the labour, for I am inclined to think that the Post-office would be inundated with unpaid circulars, which you would have the trouble of presenting and get nothing for.

2514. Mr. *Escott.*] How long have you been in the office?—Twenty-three years; seven years in my present situation.

2515. What were you when you went first to the Post-office?—Junior clerk.

2516. What were you next?—Vice-president.

2517. And what next?—Superintending president, the office I now hold.

2518. It has been stated in evidence, that before the plan of the penny postage was adopted, there were a great number of facilities in the course of progress for the posting of letters; are you of opinion that those facilities might have been continued and increased, and that great reduction might have been made in the general rate of postage of letters, and at the same time the revenue might have been maintained?—I am decidedly of opinion that that would have been so; you might have had an immediate loss, but you would have revived again after a time.

2519. Are you of opinion, that though there might have been an immediate loss, the increase of letters at another rate of postage would have made up for the immediate decrease of revenue?—I think so.

2520. Have you formed any definite opinion as to what would have been the best rate of postage to have adopted with a view to the convenience of the public,

public, and to the maintenance of the revenue?—I am wedded to a graduated scale myself according to distance. I would have taken postage from a 1*d.* to 6*d.*; the highest postage should be 6*d.*, and the lowest a 1*d.*; and my impression is now, that if you were to carry 20 miles for a 1*d.*, a longer distance for 2*d.*, and have the highest inland rate 6*d.*, you would get nearly as many letters as you have at the present day.

2521. And considerably increase the revenue?—Yes.

2522. Viscount *Ebrington.*] Notwithstanding the increase of labour in the establishment, that would be caused by the varieties in the rates?—Yes; but that increase of labour would only be in a certain class; the heaviest portion of the duty is the sorting, and it matters not to the sorter whether the letters are charged 6 *d.* or a penny.

2523. Mr. *Escott.*] This being your opinion, of course you think that the plan of the penny postage was not the best plan that could have been adopted?—Certainly not.

2524. Notwithstanding that opinion, have you, in the management of the office, ever offered any obstruction to the carrying into full operation the plan of the penny postage?—Certainly not; on the contrary, if the plan had been my own I could not have done more; and of this I am convinced, that every officer in my department did the same, and I think Mr. Hill will bear me out in it. Mr. Hill had every opportunity afforded him of seeing whether we were carrying on the plan or not; he corresponded with the persons in my office, a correspondence which I did not even attempt to interfere with.

2525. Have any persons, to your knowledge, who are subordinate to you in the office, at all obstructed Mr. Hill?—Certainly not; I may mention one fact to show that there was no opposition on my part, or on the part of my office. I remember promoting a man who I knew was corresponding with Mr. Hill at the time.

2526. Mr. *Trotter.*] Not corresponding through you?—No; I was aware that he was corresponding, but I was not aware of the nature of the correspondence. I should have been very culpable if I had obstructed Mr. Hill. In fact, as a Government officer, I ought to have been dismissed if I had attempted it.

2527. Mr. *Escott.*] We have been also told, that though the Postmaster-general himself has not offered any obstruction to Mr. Hill's plan, others have. Has the Postmaster-general ever complained of you, or any person in your department, on that ground?—Certainly not.

2528. Mr. *Hawes.*] You have alluded to some correspondence?—I alluded to an individual who I understood was corresponding with Mr. Hill, to show that I had no prejudice against persons who were giving Mr. Hill information. I recommended his promotion to the Postmaster-general.

2529. As head of the office, you were aware of all the correspondence that was going on by persons in your office?—Certainly not; the Government gave orders that Mr. Hill was to have every facility afforded to him, and I put an order in my book directing every one in my department to give to Mr. Hill every information they could, and I believe it was carried out to the full extent.

2530. Therefore Mr. Hill followed up that direction, and the correspondence that took place was perfectly open to you, as head of the department?—Certainly not; it was not official correspondence.

2531. You do not mean to imply any concealment of correspondence?—Not at all; I merely wish to show that I had no prejudice against Mr. Hill or any person who was giving him information.

2532. You have spoken of a graduated system of postage according to distance, and the probability of that affording a better revenue; have you at any time made any recommendation of the kind?—Certainly not; I am not in a position to do so.

2533. Do you know whether such recommendation proceeded from the Post-office at any time?—I am not aware at all that it did.

2534. When the penny postage was introduced, was it made the subject of any memorial, or was any opinion expressed that a better system, as regarded the revenue, might be suggested?—I cannot answer that.

2535. Mr. *Denison.*] Have you read Mr. Hill's plan carefully?—Yes.

2536. Is this the first day you were aware of any alteration that has taken place in his original ideas as to district offices?—Yes.

*Lunæ, 7° die Augusti*, 1843.

MEMBERS PRESENT.

| | |
|---|---|
| Mr. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Hawes. |
| Sir George Clerk. | Mr. E. Tennent. |
| Mr. Cripps. | Mr. Trotter. |
| Mr. B. Denison. | |

SIR GEORGE CLERK, BART. IN THE CHAIR.

*William Bokenham*, Esq. further Examined.

*W. Bokenham*, Esq.
7 August 1843.

2537. Mr. *Hawes.*] HAS there been any loss of revenue in consequence of the French treaty?—That I am not prepared to say; there has been a supposed loss by exchange by weight to the amount of about 600 *l.* or 700 *l.* a year.

2538. Can you give the Committee any statement of the correspondence between England and France subsequently to the treaty?—I have taken a week in the same way again as I had done previous to the treaty; by the Return for the week ending the 29th of July, the loss is 9 *l.* 14 *s.* 8 *d.*

2539. The loss is calculated on precisely the same plan as in the former tables?—Yes.

2540. *Chairman.*] Is that the loss both outwards and inwards?—Yes.

2541. Mr. *Hawes.*] Making the loss less than Colonel Maberly stated?—Yes; and this was not altogether a favourable week, for we had some heavy arrivals from America, which would create a greater number of unpaid letters from England to France.

2542. You are still making your calculations on the basis of these tables?—Yes, with another date.

2543. Will you turn to Nos. 7 and 8, page 171; these Returns profess to show the number and net weight in ounces of paid and unpaid letters to France, in the week ending the 3d of November 1842, with an estimate of the probable loss of exchange by weight, as proposed by the new convention, instead of each letter being charged separately as at present?—Just so.

2544. Do those tables contain all the classes of letters which at that time passed between England and France, and *vice versâ*?—No, certainly not; these tables merely contain the letters to France and from France.

2545. Letters from France and to France charged by weight?—Yes.

2546. Was there not another class of letters, part of the postage of which was paid in England and part in France, and which are not taken into account in these tables at all?—Certainly not, except the transit letters,—letters going through France. The letters, the postage of which was partly paid in this country, and partly in France, are included; every letter was included except the transit letters.

2547. Under which column or in what class of letters are those letters to which reference is made placed in these tables?—Under the respective columns; they are placed with the unpaid letters, because the French postage was not paid, and it was on the French postage only we calculated.

2548. Do you leave out the English postage which was paid?—Undoubtedly, because it fell to our own revenue at once; there was neither loss nor gain upon it.

2549. Are

2549. Are those unpaid letters included in the first column of the Return, No. 7, or in the first column of Return, No. 8?—The one is *to* France and the other is *from*; they will of course be reversed in the two accounts; the letters from England, the postage on which was paid only to the frontier, were sent to France as unpaid letters, and they would be calculated accordingly as unpaid letters, so far as France was concerned.

2550. The Committee are to understand that that class of letters enters into the Return?—Certainly, into both Returns.

2551. Will you refer to Table, No. 8: you there state, under the date of the 29th of October 1842, that there is a gain of 5*l.* 17*s.* 11*d.* upon a certain number of unpaid letters; will you explain to the Committee whether that consists of letters the postage on which is paid in France?—No, they are unpaid letters coming from France on which we have to collect the British postage in this country, and also the French postage; the frontier letters, which were half paid, I know are all included in the Return.

2552. Under what head of column?—I am not prepared at this moment to state that; I thought I had got my rough accounts, but they are those applying to another Return.

2553. How could there be a gain on that class of letters, in Table, No. 8?—We should gain upon the postage paid in this country; whether it is in or out, there our gain must be.

2554. Where are those letters included in this Return, namely, the class paying part of the postage in France and part in England?—On the unpaid side there was no gain on these letters; it is a calculation to show a result under the new convention.

2555. Are you to be understood that this is a hypothetical Return?—It is the best Return the Postmaster-general could get at the time, to show the result of a certain measure; I can now produce an actual Return on the same plan.

2556. You have here a column of gain, which consists of the difference between the British rate and the French rate; how can there be any gain upon that class of letters, inasmuch as the French rate was received by the British Government?—The British rate is not included in that class of letters at all; it is merely the French rate; here are the details as they came in. A calculation was made on the number of letters brought each way, and the result is a loss on one class of letters, but a gain on another.

2557. How could you lose on that class of letters which simply pays the British rate?—I am not saying we lost upon those letters at all; it is a mere supposition to get at a certain result; there is neither loss nor gain as far as those letters are concerned, for when this Return was made we were exchanging by letter.

2558. You nevertheless attempt to show an account by which you strike the balance of gain or loss, and that previous to the French convention?—Yes.

2559. Will you explain how it is that there is a gain stated upon that class of letters, part of the postage of which was paid in France, and part of the postage of which was paid in England; how you would make a comparative gain between the two?—As I have before stated, the number of letters brought from France by a particular mail was taken, and the number of French rates; the payment to France at a certain rate was taken; and the result was, a gain of 5*l.* 17*s.* 11*d.*, for the mail of October the 29th.

2560. Have you assumed, that all those letters which previous to the treaty were paid to the frontier, would in future come as unpaid letters?—Yes, they are now unpaid letters.

2561. And on that basis you have calculated those tables?—Yes.

2562. *Chairman.*] Have you kept an account similar to this since the new convention?—I have.

2563. That will show the actual result, the first being in a certain degree hypothetical?—Yes.

2564. Can you deliver in that account?—I can; it shows a loss of 9*l.* 14*s.* 8*d.* upon one week.

[*The same were delivered in and read, as follows.*]

RETURN showing the NUMBER and NET WEIGHT in Ounces of UNPAID and PAID LETTERS from *France*, in the Week ended 29 July 1843; with an Estimate of the Loss and GAIN occasioned by the Exchange by Weight.

| DATE. | Number of Unpaid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | GAIN. | Number of Paid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 5 *d.* per Rate. | LOSS. | ACTUAL GAIN. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1843: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| 23 July - | 810 | 156 | 975 | 13 – – | 20 16 3 | 7 6 3 | 220 | 43½ | 226 | 2 3 6 | 4 14 2 | 2 10 8 | 4 15 7 |
| 24 – - | 1,323 | 286½ | 1,626 | 23 17 6 | 33 17 6 | 10 – – | 320 | 65 | 338 | 3 5 – | 7 – 10 | 3 15 10 | 6 4 2 |
| 25 – - | 773 | 183 | 1,003 | 15 5 – | 20 17 11 | 5 12 11 | 249 | 49 | 259 | 2 9 – | 5 7 11 | 2 18 11 | 2 14 – |
| 26 – - | 1,168 | 247 | 1,460 | 20 11 8 | 30 8 4 | 9 16 8 | 368 | 69 | 383 | 3 9 – | 7 19 7 | 4 10 7 | 5 6 1 |
| 27 – - | 1,024 | 211 | 1,267 | 17 11 8 | 26 7 11 | 8 16 3 | 330 | 68½ | 343 | 3 8 6 | 7 2 11 | 3 14 5 | 5 1 10 |
| 28 – - | 996 | 235 | 1,268 | 19 11 8 | 26 8 4 | 6 16 8 | 288 | 57 | 293 | 2 17 – | 6 2 1 | 3 5 1 | 3 11 7 |
| 29 – - | 1,166 | 248 | 1,466 | 20 13 4 | 30 10 10 | 9 17 6 | 330 | 65 | 338 | 3 5 – | 7 – 10 | 3 15 10 | 6 1 8 |
| | | | | | | | | | | | | ACTUAL GAIN - - - £. | 33 14 11 |

RETURN showing the NUMBER and NET WEIGHT in Ounces of UNPAID and PAID LETTERS to *France*, in the Week ended 29 July 1843, with an Estimate of the Loss occasioned by the Exchange by Weight.

| DATE. | Number of Unpaid Letters. | Weight in Ounces. | Number of British Rates. | Charge at 1 *s.* per Ounce. | Charge at 5 *d.* per Rate. | LOSS. | Number of Paid Letters. | Weight in Ounces. | Number of French Rates. | Charge at 1 *s.* 8 *d.* per Ounce. | Charge at 5 *d.* per Rate. | GAIN. | ACTUAL LOSS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1843: | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | | | | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* | £. *s.* *d.* |
| 22 July - | 1,232 | 281 | 1,297 | 14 1 – | 27 – 5 | 12 19 5 | 848 | 199 | 1,112 | 16 11 8 | 23 3 4 | 6 11 8 | 6 7 9 |
| 24 – - | 1,515 | 355 | 1,600 | 17 15 – | 33 6 8 | 15 11 8 | 1,112 | 254½ | 1,459 | 21 4 2 | 30 7 11 | 9 3 9 | 6 7 11 |
| 25 – - | 1,391 | 338 | 1,492 | 16 18 – | 31 1 8 | 14 3 8 | 803 | 197 | 1,083 | 16 8 4 | 22 11 3 | 6 2 11 | 8 – 9 |
| 26 – - | 1,218 | 288 | 1,304 | 14 8 – | 27 3 4 | 12 15 4 | 711 | 165½ | 935 | 13 15 10 | 19 9 7 | 5 13 9 | 7 1 7 |
| 27 – - | 1,081 | 221 | 1,207 | 11 1 – | 25 2 11 | 14 1 11 | 700 | 174½ | 969 | 14 10 10 | 20 3 9 | 5 12 11 | 8 9 – |
| 28 – - | 1,335 | 337 | 1,481 | 16 17 – | 30 17 1 | 14 – 1 | 831 | 213 | 1,182 | 17 15 – | 24 12 6 | 6 17 6 | 7 2 7 |
| | | | | | | | | | | | Actual Loss - - - - | | 43 9 7 |
| | | | | | | | | | | | Gain - - - - - | | 33 14 11 |
| | | | | | | | | | | | | Loss - - - £. | 9 14 8 |

RETURN showing the Number of British UNPAID LETTERS and LETTERS PAID to Frontier, forwarded to *France* for Delivery in that Kingdom by the Mails of the undermentioned Dates, together with the Amount of Postage for the same, and the Number of French Rates to which such Letters would be subjected; and the Average Charge for each Rate, supposing the decomposed Scale to have been in operation.

| Date of Mail. | Number of Letters. | Number of Rates. | Amount of Postage. | Average Charge per Rate. |
|---|---|---|---|---|
| | | | £. *s.* *d.* | *d.* |
| 11 October - - | 1,287 | 1,772 | 44 3 9 | 5¾ |
| 14 — - - | 1,365 | 1,954 | 48 14 6 | 5¾ |
| 18 — - - | 1,285 | 1,794 | 43 10 7 | 5¾ |
| 21 — - - | 963 | 1,259 | 31 13 7 | 6 |
| 25 — - - | 1,329 | 1,849 | 47 13 4 | 6 |
| 28 — - - | 1,281 | 1,902 | 46 – 1 | 5¾ |
| 1 November - | 1,247 | 1,748 | 43 4 10 | 5¾ |
| 4 — - - | 1,203 | 1,714 | 43 3 3 | 6 |

2565. That loss is considerably smaller than you had anticipated when you made your calculations last November?—Somewhat smaller; I think the other was between six and seven hundred a year, and this about five hundred a year. I do not quite feel certain, but my own idea is, that we shall ultimately gain by the arrangement; it is cheaper for the public to pay the French postage in this country, and therefore, of course, that will be done in many instances. The average French rate by the French decomposed scale is rather more than 5 ¾ *d.*; taking it on eight mails, it is in three cases 6*d.*, and in the other five cases it is 5 ¾ *d.*; whereas, if the postage is paid in this country, it is only 5 *d.*; therefore it is fair to presume that more postage will be paid in this country than in France, and if so, we must ultimately gain.

2566. Has there not always been that advantage to this country under the old treaty?—I think not. I wish to state that there is an apparent error, though not intended, in an answer I gave on Friday. I stated respecting our increase of establishment a certain number, which would appear to apply to the Penny-post, whereas it is not so. I ought to have deducted the 21 clerks received from the Foreign Office by the consolidation. The actual charge to the penny postage should be only eight out of 21.

2567. Do you know the average weight of the letters passing from India to France?—No, I do not.

2568. Do you weigh them by quarter ounces?—Yes, the charge is by the quarter ounce weight.

2569. Are all letters to France and from France charged by the same process?—Yes.

2570. That has been done since the new treaty?—Yes, and before; for instance, a letter weighing a quarter ounce from England to India, would be one British rate, and two French rates.

2571. Can you state the increase in the number of day mails at the present period?—I am afraid I have not a list with me.

2572. Can you state whether there is now a day mail to Exeter?—I think not so low down as Exeter.

2573. Mr. *Cripps.*] How far towards Exeter?—It runs down to Bristol.

2574. The railroad is not opened to Exeter yet?—No.

2575. Mr. *Hawes.*] Is there one to Nottingham?—No.

2576. Is there one to Derby?—No.

2577. Is there any to Leicester?—No.

2578. To Leeds?—No.

2579. To Sheffield?—No.

2580. Will you state how many mails there are from Lancashire, as the great manufacturing district, to London?—Two, the morning and the evening.

2581. How many bags do you make up for the day mails?—I have marked with red in this list (*producing it*), all the places which have day bags; they are 130, without including the bags for Ireland and Scotland.

2582. Can you state, with reference to Edinburgh, whether the mails from the north arrive in the morning or the evening?—They arrive morning and evening; but I cannot state the time.

2583. Are they from the same places or different places?—From the same places, I presume; but I am not able to state precisely as to the arrangements in Scotland.

2584. Can you state the number of bags made up in London by the night mails?—I think 640; I am speaking of bags for the United Kingdom of Great Britain and Ireland.

2585. Have you found a uniform postage a matter of great convenience to the Post-office arrangements?—I do not know. It undoubtedly has been a convenience to the Post-office arrangements; but if I had my own choice I had rather have had a scale with different charges. Any person connected with the Post-office would be anxious to have it so.

2586. Do you mean that you would prefer a scale with different charges with reference to the Post-office arrangements?—It might prevent the mis-sorting of letters to a considerable extent; for instance, you could not send a 6*d.* letter to a place where the charge for letters would be 7*d.* or 5*d.*

*W. Bokenham*, Esq.

7 August 1843.

2587. Have the errors increased in consequence of the alteration?—The errors have certainly increased; but I do not attribute many of them to that cause.

2588. Have they increased in the ratio of the increase of letters?—No, I think not; but greater care and system is required by the sorters to prevent it.

2589. The number of letters has been threefold, has it not?—No; not in my office.

2590. What has it been?—I reckon it about 175 per cent.; not quite threefold.

2591. Are you speaking of letters generally; all letters?—Yes; I include all (the franks that passed in 1839). I am taking letters of every description.

2592. Have you found prepayment a great convenience or not?—No, I cannot say that I have. It has facilitated the delivery of letters, but nothing beyond that.

2593. You have not found any great convenience with regard to the Post-office arrangements in the prepayment of letters?—No; I have not.

2594. Or the use of the stamp?—There is a use in the stamp itself.

2595. That has contributed to Post-office convenience?—Yes, to a certain extent.

2596. Has there been any increase in the establishment of the Post-office in proportion to the number of letters or the amount of business?—Certainly not; we have had a considerable addition made to our establishment. I consider that we were under our work (until Mr. Baring made us equal to it) at the commencement of the penny postage.

2597. Your increase of establishment has not been at all in the ratio of the increase in the number of letters or the work to be done?—Taking the work to be done, it certainly has been in proportion, if you leave out the letter-carriers; as regards the sorting, it has been in proportion to the work to be done.

2598. What number of additional sorters have you had?—The number of persons connected with my department, prior to the introduction of the penny postage, was 443; we now stand, 564, making an increase of 121. In January 1840, 10 clerks, 20 messengers, 2 inspectors, 20 sub-sorters, and 20 letter-carriers, additional, (that is, 72,) were appointed in consequence of the increase to the business by the penny postage: in March 1840, I had three clerks appointed in addition, for money-order business at the branch offices.

2599. What has been the increased charge of your department for clerks and sorters?—That I am not prepared to say.

2600. You state that you were under-handed before the introduction of the penny postage; to what extent?—To the extent of half a dozen clerks.

2601. Was the whole of the addition you have detailed to the Committee on account of the penny postage; if not, have the goodness to analyze the account, and state the amount chargeable to that?—The whole of the addition has not been made in consequence of that; but the 72 added in January 1840 were attributable to that, with the exception of six, which I consider the department to have been previously short of. In March 1840, three clerks were appointed, in consequence of the money-order business being transacted at the branch offices. In January 1841, three clerks additional were appointed, in consequence of the system of registration. In March 1841, 20 sub-sorters additional were appointed to meet the increase of the newspaper duty, and to expedite the London delivery.

2602. Can you state to the Committee what number was fairly attributable, allowing for your being under-handed before, to the introduction of the system of penny postage?—Two messengers were appointed for the Money-order Office duty in April 1841; the above form the number of 100, being 21 less than appear in the total general increase of 121: this is accounted for by the consolidation of the Foreign with the Inland office, in April 1840, the number of foreign officers being 21. Twenty sub-sorters additional were appointed, in consequence of the increase of the newspaper duty, and to expedite the morning delivery. I think I ought to give the penny postage one-half of those, for they were appointed for two purposes, to meet the newspaper duty and to accelerate the delivery; that would make 82. I gained eight clerks by the consolidation of the Foreign-office, making 90; deducting six short-handed, would leave 84 persons called for by the penny postage.

2603. What was the number to which that 84 was an increase?—Four hundred and eighty.

2604. That is about 20 per cent. on the establishment?—Yes.

2605. Whereas

2605. Whereas your increase of letters has been 175 per cent.?—Yes.

2606. How then do you reconcile that account with your former answer, that the increase in the establishment has been in proportion to the number of letters?—No; I said in proportion to the quantity of business to be done.

2607. Must there not be a very near relation between the number of letters and the business to be done?—Certainly not; the making up a bag with 500 letters takes very little more time than if there were only 50 letters, or the opening a bag again; it would not take more time to open one with 500 letters than one with 250.

2608. Will you explain how, with an increase of 175 per cent., according to your own statement, in the number of letters, there is not nearly the same amount of increase in the work to be done in the Post-office?—We have no more bags to open now than we had before; we have no more accounts than we had before; and there are 50 different ways in which it may be accounted for.

2609. Your establishment remains nearly the same, while the increase in the number of letters and the convenience to the public has greatly increased?—Undoubtedly.

2610. Is there not a great increase in the number of newspapers?—No; I think the newspapers have not greatly increased in number.

2611. Can you state the number of newspapers sent through the Post-office now and at any former period?—I am not prepared to do so at the present moment.

2612. Do you think there is any increase in the number or weight of newspapers?—I know there is an increase, but I think not a great increase.

2613. In the Return put into your hand, No. 201, the number of letters is calculated on a weekly return in the month of December, 1842; is it not?—I am not at all prepared to go into that return; I never saw it till it was in print.

2614. You have weekly returns of letters in the Post-office?—Yes.

2615. And you have monthly returns?—We have weekly returns in the Inland-office, and we have monthly returns in my office, by the letter-carriers, and there is a monthly return from every post town in the kingdom, showing the number of letters delivered within those towns during the week for which it is taken.

2616. With a view to frame a return of the number of letters annually, or for any general period, which do you prefer as the truest account, the weekly or the monthly return?—To tell you the truth, I would not give much for either; I should be sorry to put much reliance in either.

2617. Mr. *Cripps*.] Will you state the reason why?—Because I believe parties are apt to overstate their work; I know it has been done.

2618. *Chairman*.] In making the monthly return they give only one week?—Just so.

2619. Mr. *Cripps*.] You do not mean to say that the persons who make the returns to you exaggerate the number of letters which go through the London Post-office?—They have done it; we are constantly checking them; if there is any preference to be given, I should say, that in which the letters are counted would be the best.

2620. Mr. *Hawes*.] Which is that?—The return made every third week in the month, that called the monthly return.

2621. You would prefer that to that called the weekly return?—Yes; because I think they have the means of taking it more correctly than the stampers have.

2622. Do you know anything of a Table entitled "A Monthly Return of Letters made to the House of Lords," (*the same being shown to the Witness*)?—I do not. I do not think I ever saw it before.

2623. By whom is the return of letters in the United Kingdom made in the Post-office when the return is called for by Parliament?—By the secretary.

2624. You do not prepare it?—No.

2625. Look at the statement, No. 3, of the Return to the House of Lords—(*Parliamentary Paper*, No. 64)—under the head of the London, Inland, Foreign and Ship, there are certain numbers returned in the year given; is not that portion of letters made up in your office?—The matter forming that portion of letters must have been furnished from my office to the secretary.

2626. Furnished directly by yourself?—Yes.

2627. You think these numbers cannot be relied on?—I think they are better than the others, but I place no reliance on either.

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2628. How do you ascertain these numbers?—They are told by the letter-carriers before they are carried out.

2629. They are counted?—They should be.

2630. Do you think they are likely to overcount them always, or only sometimes; and if so, do you not think this might be a fair average?—No; I think they are more apt to overcount them than undercount them. I have detected them several times in overcounting them, but never in undercounting them.

2631. What is the amount of error you have detected; have you reduced it to a per-centage on any given amount?—No, I have not; I remember writing to Mr. Hill, who called upon me to account for a discrepancy between the two returns. I remember informing him that I thought there was little or no reliance to be placed on our returns; there was an error, which satisfied me that the discrepancy between the two was accounted for in that way, by the letters being overcounted. My answer was this: "As regards the apparent decrease in the letters received in London since September, I am inclined to think it is actual; for there has been no change in the mode of ascertaining the number, neither has there been any alteration in the route of the forward letters worthy of notice; if, therefore, I am right in my supposition, the letters delivered in London must have been overstated; a fact which, to a certain extent, was established on Monday, by detaining 23 letter-carriers at the moment they were leaving the office, and, of course, after they had made their returns. These men had given an account of 5,632 letters for delivery, whereas it turned out upon retelling them that they had only 4,991. The overstatement thus discovered may possibly account for the difference in the two returns. As I have several times intimated, I cannot place much credit in any return of this kind; we are, as far as regards the information they give, completely in the hands of persons over whom there is no check; and, as was shown in the case of Monday, are more apt to overstate than to underrate the work they have to perform." That was in January 1842.

2632. Are you speaking with reference to the weekly or the monthly returns?—To the monthly returns; Mr. Hill was comparing the weekly with the monthly return at the time.

2633. Looking at the Return made to the House of Lords, No. 64, do you think that, as a whole, a Table which may be relied upon?—No; I do not indeed.

2634. Can you give the Committee any information as to the amount of error?—No, I cannot; it is impossible for me to do so, it is made up of so many different materials; the numbers are obtained from 700 or 800 different persons; my impression is that you can ascertain the fact only by the revenue.

2635. Are there the means now taken of showing correct returns?—The best possible means we can take; I am constantly having the returns of the men checked as far as I can, without interruption to the duty.

2636. Would the Post-office be able to make a more correct return now than that before given?—No, certainly not; unless an order can be given to detain the correspondence of the country; the men are hurried and driven to get out of the office with their letters, and they have very little time to do anything.

2637. You have actually counted in some cases?—Yes, we have.

2638. No other means than those have been taken to secure correct monthly returns?—No; I very much wish to do it once in a year by way of experiment, if the Postmaster-general will allow me, but it will create a great delay in the correspondence.

2639. Can you state at what rate newspapers and letters can be prepared for delivery?—No; I think it is a question that can scarcely be answered.

2640. Take, for instance, the number which a man can prepare in any given time, going through all the process?—It cannot be taken in that way. If you set one man to take a letter through all its different processes it would occupy him a considerable time; there is opening the bag, and stamping; the first, second, and sometimes the third, fourth, fifth, and even sixth sorting to go through.

2641. What number of letters can be sorted in a particular time?—An ordinary sorter will sort, probably, about 30 in a minute; if those letters have to be sorted six times over, so much in proportion must be allowed for it.

2642. Are you quite clear that only 30 can be sorted in a minute?—I take that as the average. I should be very glad to find a man that could keep even that up; some would sort only 10, but that is not a fit way to make a calculation.

2643. Mr.

2643. Mr. *Escott.*] The quickness of sorting depends on the nimbleness of the man's fingers?—Yes, and the clearness of the directions of the letters.

2644. Mr. *Hawes.*] Suppose you had 100 men, could not you calculate how many they could sort and prepare altogether?—I could calculate for the business of an office, but I could not calculate for the sorting alone.

2645. The first question referred to the business of the office generally?—The Committee have the number of letters in my department, with the number of persons employed. At a rough calculation there are 330,000 letters and newspapers in the day passing through the London office; it requires for the present establishment 564, and if you take away one man the office is not so efficient. I maintain that we have not a single person to spare.

2646. Can you state whether the rated newspapers are included in any return among the foreign and colonial newspapers?—They are included in certain returns; for instance, newspapers coming from abroad on which the postage is to be paid, are reckoned as letters.

2647. Would they be included in the number of letters on the footing of foreign and colonial postage?—I presume so; but, as I stated before, I can say nothing as regards that return.

2648. The question does not respect that return, but whether newspapers liable to postage are included in any return among foreign and colonial letters?—Undoubtedly they are.

2649. Look at the Paper in your hand, being Return No. 201, they would be included among the 6,700,000 stated as the number of letters paying foreign and colonial postage?—I should preume they are; but I really cannot answer the question.

2650. Mr. *Cripps.*] Do the letter-carriers always sort the newspapers?—Always.

2651. Are there other hands besides the letter-carriers employed in sorting newspapers for despatch?—Some sorters.

2652. Has there been any increase in the newspaper sorting establishment since the penny postage was introduced?—Yes; if I recollect right the increase has been about 15 sub-sorters for the newspaper sorting.

2653. Then have the newspapers increased?—Yes, the size of them has considerably increased.

2654. A great many packages come through the Post-office which did not previously to the Penny-post system; is that attended with much inconvenience?—They require more space to be sorted in; and there is this objection, small letters are very apt to get secreted in those packages.

2655. Does that frequently happen?—Yes, it is termed "pigging."

2656. Is there any inconvenience from the kind of articles that are placed in those packages?—A great deal. I have seen some of the mail-bags coming up in so filthy a state that they were scarcely fit to be touched.

2657. Have you sometimes fish come?—Fish, game, oil, and every kind of article.

2658. Mr. *Denison.*] Do you mean to say that the Post-office carry fish and game?—Yes; they have been reduced to it by the penny postage. The stench is sometimes so bad in the office that you can scarcely breathe in it.

2659. Mr. *Cripps.*] Do you ever have samples of seeds (linseed and those sort of things), the packages of which have burst, and the contents have gone into the letter-bag?—Yes, and they cannot be collected again. There was an instance of the kind this morning as regards a package of linseed.

2660. Do you ever have cuttings of plants, covered with wet moss?—Yes, very frequently.

2661. And the paper they are wrapt in is very apt to burst?—It is.

2662. Mr. *Hawes.*] You have power to refuse anything that you think likely to injure the letters?—We never take them when we can detect them; but when they come to us by the mails we are obliged to receive them.

2663. Is fish or oil so done up that you cannot detect it?—It is, very frequently.

2664. Mr. *Cripps.*] Is it in contemplation to establish day-mails wherever you can?—I believe that is the Postmaster-general's intention.

2665. With regard to many of the towns to which Mr. Hawes has alluded in his examination, to which day-mails have not yet been sent, has it arisen from the

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difficulty of making arrangements with the day-mail trains?—I believe that is the case, but I cannot answer the question from my own knowledge.

2666. In page 126 Mr. Hill, in one of his answers says, that many of the sorters employ their time in other occupations, as clerks in merchants' warehouses, and so forth; has your attention been called to that answer?—It has.

2667. How far is that true?—In consequence of the answer, I have looked into it, and I find, out of 129 clerks five are engaged in mercantile houses, or rather three in mercantile houses and two with lawyers; but of those five, two of them are with their uncles; one of them is a young officer of the name of Wood, who is engaged with his uncle, Alderman Wood, in the middle of the day.

2668. With the exception of those five, do you command the whole of the time of the rest of those clerks?—Yes, and of those five clerks also.

2669. But if they have time in the middle of the day, those five occasionally go away to other occupations?—Yes; and of the sub-sorters, of the whole 104 I find there are 14 or 16 whose wives keep little chandlers' shops, &c.; but taking the yearly profits of the whole together, as they gave them to me, they average about 5 *l.* per man.

2670. Mr. *Denison.*] Is there any clerk in the Post-office to whom you give a less salary in consequence of his being at liberty to go to other employment in the middle of the day?—Not one. Formerly it was the practice of a great many clerks in the Inland-office to get mid-day employment, but the nature of the duties is now such, that they are liable to be called upon at any moment in the middle of the day.

2671. How long has the nature of the duties been such as to preclude their taking any other employment in the middle of the day?—I think the last six years.

2672. Mr. *Trotter.*] The whole of those clerks are subject to the orders of the Postmaster-general?—They are.

2673. They only attend on an average about seven hours a day?—Yes.

2674. Are there not times, especially in winter, when they are called upon for extra hours attendance?—Yes, occasionally in winter I have them on duty the whole of the day. Last winter was a favourable winter; but the winter before was a very bad one; I had the whole force of clerks and sub-sorters on duty one day from six in the morning till eight at night, and I could only allow them half an hour for their dinners. The Postmaster-general at that time very kindly paid for their dinner for them, because we could not allow them to go home.

2675. That was for the sake of convenience to the service?—Yes, we had their time.

2676. That was not as a reward, but was for the convenience of the service?—Yes.

2677. Were they paid any extra pay?—Not any; in our office there are 14, 15, or perhaps more of the clerks employed in the middle of the day.

2678. Then frequently in the winter they are employed 9, 10, or 12 hours in the day?—It may so happen.

2679. Mr. *Baring.*] Do you find any difficulty in preventing fish being put into the Post-office?—We do not take fish into the office in London if we can help it, but most of the packages are stamped, and dropped into the Post-office.

2680. Mr. *Hawes.*] Will you direct your attention to a portion of the evidence of Mr. Stow, in 1835; he was your predecessor?—He was.

2681. He states in answer to the question "Are any of your clerks also Post-office clerks?—One person we employ after he has done his duty at the Post-office; we pay him 30 *l.* a year, but it does not interfere with his official duties; many of the young men engage themselves in the merchants' countinghouses in the middle of the day, to occupy themselves as well as they can"?—I have already stated that that was formerly the case, and their salaries were very low in consequence, but such is not the fact now.

2682. The salaries have been raised?—Yes; for which we have to thank Mr. Baring.

2683. Mr. *Trotter.*] When you say that the salaries have been raised, do you allude to the salaries of 65 *l.* and 70 *l.*?—Yes; but at that time the junior clerks in my department received but 50 *l.* a year.

2684. Mr. *Hawes.*] Therefore the salaries have been increased, and greater control has been exercised over the time of the parties who have received those salaries?—Undoubtedly.

2685. That is one explanation of the increased cost of the establishment?—Yes; I am

I am not taking the increased cost of the establishment as being altogether in consequence of the penny postage; we were certainly below our work before.

2686. *Chairman.*] Will you state at what time the new regulation was introduced, which checked the practice of the clerks employing themselves in other ways?—At the time of the first establishment of the day mail.

2687. That was in the year 1837, was not it?—That was the first check.

2688. Since that time the practice has been checked?—Yes; probably at that time there might have been 20 persons engaged in mercantile houses.

2689. Is it explained to the young men who come into the office for the first time, that the whole of their time is to be devoted to their official duties?—Yes; formerly it was allowed that persons in the office might keep public-houses, and places of that kind; but now no person can have anything to do with public-houses.

2690. That change took place before the introduction of the Penny-post system?—I believe so.

2691. And before Mr. Hill's appointment at the Treasury?—Yes.

2692. Therefore, during the time that Mr. Hill was at the Treasury, that practice which is referred to in Mr. Stow's evidence in 1835 did not exist in the Post-office?—Not to any extent; there are only five persons, and one of them told me he must give it up this week; therefore, I presume, it is now reduced to four out of 129.

2693. How long have those persons been in the office?—One, I think, about 36 years, another about 15, and the others are juniors of two or three years' standing.

2694. Mr. *Cripps.*] Do your clerks confine themselves exclusively to the business of your office?—No; many of them are engaged at piece-work in the Money-order Office and in the Dead-letter Office. Sometimes they are at work early in the morning, sometimes on Sundays, sometimes after 8 o'clock at night.

2695. When you give the total number of persons employed, it is the actual number, not the number at any one time in any one office?—Certainly not.

2696. Mr. *Bramston.*] Those 129 persons are available in your office whenever you want them; supposing they are employed in the Money-order Office, or any other office in the Post-office, during extra hours, when the mails come in, when you want them they are at your service?—We take them at a moment's notice.

2697. Mr. *Denison.*] If they did not perform that duty as piece-work, would it be necessary to employ other persons to do it?—Certainly; it is a considerable saving to the revenue.

2698. Mr. *Cripps.*] What do you suppose they earn in that way?—The majority of them earn from 16*s.* to a guinea a week besides their salaries; I am not aware of more than one or two earning 60*l.* a year.

2699. Mr. *Denison.*] What scale of salaries have the generality of them?—£.70 a year some of them, others 110*l.*; and I think there is one of the senior clerks who has 300*l.* a year.

2700. Then in addition to those salaries, you mean that they are in the habit of earning from 16*s.* to a guinea a week in that way?—From 16*s.* to a guinea a week in addition.

2701. How many of them may there be?—I think about 15.

2702. Mr. *Baring.*] How do you pay them; do you pay them by the hour?—They are paid by piece-work; in the Dead-letter Office, they are obliged to return so many letters in a month, averaging so many a day. They will sometimes be in advance 200 or 300 letters, and sometimes behind; but they must make up at the end of the month.

2703. Mr. *Hawes.*] Then it appears that the extra work may sometimes amount to nearly as much as the salary?—I believe that was the case on one occasion, when great exertions were made to get up the money-order business.

2704. How many clerks are there on the average receiving a guinea a week during extra work?—I cannot say; I think it is about 15.

2705. What is the salary of those clerks?—It varies from 70*l.* to 300*l.* One of the senior clerks has 300*l.* a year, and is earning a guinea a week extra.

2706. Mr. *Denison.*] Does he earn that by working over-hours?—Yes.

2707. He might earn it anywhere else, if he could get employment?—He could not very well earn it anywhere else, for he must be ready if called upon at any moment.

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2708. Mr. *Hawes.*] How many are there that earn less than 16*s.* a week?—I think not any.

2709. *Chairman.*] Are those persons employed in the Money-order Office at making up the arrears of accounts?—They are.

2710. And that employment will not last longer than the time at which that arrear is cleared off?—No.

2711. Mr. *Denison.*] Can you state how many hours of that description of work a man would have to do to earn 16*s.* or one guinea a week?—It depends entirely upon the man himself; if he is a quick man he will do it in four hours a day.

2712. Could he earn it without devoting four extra hours?—I should say not.

2713. His average regular attendance is seven or eight hours a day?—Yes.

2714. And for him to earn this 16*s.* a week, he must devote four or five hours a day more to earn that?—He must.

2715. Mr. *Hawes.*] Your attention is requested to the following passage in Mr. Hill's evidence, in page 126, in answer to question 736: "There are cases in which persons engaged in the middle of the day from their regular Post-office duties, get as much as 70*l.* or 80*l.* a year as extra clerks, also in the Post-office, in the discharge of other duties." Will you state whether you consider that to be correct?—I am not aware of any such persons.

2716. Are you speaking of the present moment, or within a year or two?—I am speaking of the present moment.

2717. To what period backwards would this account be correct?—I cannot say; I know nothing of the matter.

2718. Are you prepared to say that that is an incorrect statement, as applied to a period of time not a twelvemonth back?—It is a matter that I know nothing about. I am not aware of any person at the present moment who is earning more than 60*l.* a year extra in my department.

2719. Your answer is confined to your own department?—It is.

2720. And you have not, from your general knowledge of the Post-office, any means of answering with respect to the parties out of your own department?—I have not. My belief is, that no person is at the present time earning more than 60*l.* a year for extra duty; but it is a mere belief.

2721. Mr. *Cripps.*] It is stated in this answer, that all the sorters in the Inland-office have, as a general rule, the whole of the middle of the day at their disposal; is that true?—Certainly not.

2722. Mr. *Hawes.*] Do you mean to say, that as a general rule the sorters have not the middle of the day at their disposal?—Certainly not; I am speaking of the clerks, but it is equally so with respect to the sorters.

2723. Has that been from recent alterations?—No, it depends entirely upon the quantity of work we have.

2724. You say it is not true as a general rule; what are the exceptions?—The clerks and sub-sorters are more or less off duty every day; but they may be called upon, and a portion of them are called on duty every day.

2725. Generally speaking, are they or are they not working in the middle of the day?—Many of them are.

2726. How is it as regards the majority?—The majority, of course, are absent.

2727. Then, as a general rule, is it not true to say that the sorters have the whole of the middle of the day at their disposal?—No, I think not; every one of the clerks attending mid-day duty must be on once a week in regular turn; then if a mail is out, he may be on two or three times a week; in winter time he may be on every day of the week.

2728. Mr. *Denison.*] This is the statement of Mr. Hill: "All the sorters in the Inland-office, whether employed occasionally as letter-carriers or not, have, as a general rule, the whole of the middle of the day at their disposal, and many of them employ their time in other occupations, as clerks in merchants' warehouses, and so forth." Is that statement generally correct?—It is not.

2729. "Many, again, are employed in the Post-office as extra clerks, and paid for such extra duty;" that you have stated is so?—It is.

2730. Mr. *Bramston.*] What number of those employed in the morning are detained regularly for day-mail work?—Eleven, if there are no mails out; if there are mails out, the number may be doubled, or trebled.

2731. There was a delay, a short time since, in the mail coming from America, in consequence of the wreck of the Columbia; were the clerks detained many days in the office in consequence of that?—A whole week, 17 of them.

2732. Was

2732. Was that 17 in addition to those in regular attendance?—No, six in addition.

2733. Mr. *Trotter.*] The clerks that go away in the middle of the day are there at an hour in the morning quite unusual at the other public offices?—Yes, they are there at a quarter before six in the morning; most of them have to rise before five.

2734. Mr. *Hawes.*] Do they come early every morning?—All the juniors; there are a certain number that are absent from morning duty.

2735. What is the number that come on morning duty at six o'clock?—Eighty-five on duty in the morning out of the 129; but there are also 14 at the branch offices out of the 129.

2736. Are they on duty early in the morning?—At half-past seven. The branch-office clerks do no duty at the chief office. On Saturday last the whole of our available force was on duty, with the exception of three persons in the evening.

2737. Mr. *Bramston.*] On Monday morning what is the number of your available force?—If it is a common Monday morning, there are 85 clerks on duty; the whole force on duty on a common Monday morning, at the Inland-office, would be 505.

2738. Mr. *Baring.*] Out of 564?—Yes; then there are two clerks who do no morning or evening duty.

2739. Mr. *Hawes.*] How many attend on Tuesday?—I think it is two or three less.

2740. How many attend on Tuesday evening out of the 129?—Eighty-eight. Tuesday night is a post night; it is rather more than on Monday.

2741. Is the number the same on Monday?—Yes; about 88 clerks out of the 129, deducting the branch offices, which are not connected with those, and the two day officers.

2742. Mr. *Baring.*] How many are in attendance, now, at the office to-day in the middle of the day?—There are 11. In my department, I am always obliged to have a reserved force; I cannot well do without it: for instance, I may be called upon to send half a dozen clerks into the country; had that happened on Saturday night, I could not have done it. I have had as many as six clerks in charge of country offices at the same time.

2743. Mr. *Cripps.*] In consequence of the dismissal of country postmasters?—Yes.

2744. Mr. *Hawes.*] You apprehended, in the event of registered letters increasing materially, that great inconvenience would be found from the want of capacity in the Travelling-office to afford room for the clerks?—Yes.

2745. That was founded upon the opinion, that the registered letters would necessarily require writing in the Travelling-office; for instance, copying the superscriptions?—Yes.

2746. Do you or do you not think that that inconvenience might be overcome if the postmasters of the towns delivering registered letters to the Travelling-office gave copies of the superscriptions of those letters on slips, which slips (I am speaking of slips, independently of the way-bill on which they were entered) might be stamped, and then delivered to the postmaster of the town to which the letters were going; would not that be, in point of fact, a receipt given by a clerk in the Travelling-office, without involving the necessity of writing?—I do not see that it would spare the clerk in the Travelling-office one atom of writing.

2747. At present if a letter be delivered to a clerk in the Travelling-office for registration, the superscription must be copied?—Yes.

2748. Supposing the superscription were copied by the postmaster delivering the letter, upon a slip of paper, which slip of paper might be stamped in the Travelling-office, and passed on to the postmaster who is to receive it, would not that be a receipt given in the Travelling-office for such registered letter without the necessity of any writing?—I cannot see how you are do away with the necessity of writing; you must enter your letters on your way-bill for the clerk in the Travelling-office to give a discharge to the sending postmaster; then the travelling clerk must get a discharge in some way from the receiving postmaster; that would not do away with the writing that the travelling clerk has to do. The postmaster sending a registered letter to the Travelling-office must send two copies of the address, one on the way-bill, and one on the slip: then I do not see what there is to show that the receiving postmaster ever got that letter, if he denies it.

2749. What is there to show it at present?—His letter-bill.

 2750. Supposing

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2750. Supposing the number of the letter was entered upon that?—The number would not do; the registered letter might get astray without any means of identifying it.

2751. Mr. *Cripps.*] Have you read that Paper on the registration of letters which was sent in by Mr. Hill?—I have answered it, and I believe that my answer has been printed by the Committee.

2752. Then the answers you have given as to that not being a sufficient security, have distinct reference to those papers which have been put in and which you have considered with a view to that question?—Yes.

2753. Mr. *Baring.*] It appears that the amount of postage charged to the Government departments in 1841 was 90,761 *l.*, in 1842 it was 113,000 *l.*, and in 1843 it was 122,000 *l.*; can you give any explanation of this increase?—The increased correspondence of the Government departments.

2754. It is not any return to the old abuses?—Certainly not.

2755. The same checks are still continued?—Yes.

2756. Do you believe the checks are efficient?—I think they are. All the Government departments are very particular. They were when you were in office, and it has been kept up.

2757. Mr. *Hawes.*] Then there is that actual increase of Government correspondence?—Yes; I am not prepared to say whether there has been that increase in the number of letters, but there has been an increase in the weight.

2758. Mr. *Denison.*] The principle on which the return is made has been the same in each of the three years?—Yes.

2759. How would the Government letters be charged in the year 1839?—They were all delivered free, with the exception of those for the Customs, Excise, and Stamps.

2760. How are they all charged now?—All the inland letters are charged 2*d.* per ounce, the colonial letters 2*s.* per ounce, and the foreign letters the actual postage.

2761. Then there is a different mode of charging?—Yes.

2762. What was the principle upon which the Government postage was charged before the penny postage came into operation?—A few of the Government offices paid the postage the same as a private individual would have done; all the other departments sent them free.

2763. From what source would the 44,000 *l.* which appears to have been received in 1840, be derived?—From the Customs, Excise, Stamps, and Taxes.

2764. And now, in 1843, all the public offices pay at the same rate?—All, without a single exception.

2765. Mr. *Cripps.*] Did the amount in 1840 include the Poor Law Commissioners' correspondence, or did that go free?—That went free.

2766. Mr. *Hawes.*] Was it, or was it not the fact, that previous to the penny postage Government paid some part of the foreign postage to the office?—There was a trifle paid, I believe, but I cannot say to what amount; very small. All those offices of state that had correspondence abroad, the Admiralty, the Colonial Office, the War Office, in fact all that had correspondence abroad, sent their letters free.

2767. The whole of them?—Yes; at least they did not come to us as public office letters.

2768. Will you look at the Tenth Report, page 30; you will see a return there of the number of cash letters registered in the Inland-office, London, from 5th January 1834 to 5th January 1837; the number is stated to be 298,725; does that include letters actually posted in the Inland-office, or does it include also forwarded letters?—It includes letters posted in London, letters delivered in London, and also forward letters.

*John Ramsey*, Esq. called in; and Examined.

*J. Ramsey*, Esq.

2769. *Chairman.*] WHAT situation do you hold in the Post-office?—I am one of the senior clerks in the secretary's department, and have the superintendence of the Missing-letter Department.

2770. Has there been any considerable increase in the number of applications for letters stated to be missing in the last three years?—Very considerable increase. I think it fair to state, that that increase is not, in my opinion, entirely imputable to the Post-office, the Post-office being only one of three parties connected

nected with missing letters; there is the party sending the letter, the Post-office, and the party to whom the letter is addressed.

2771. What description of letters are most generally missing?—Letters containing coins and bills appear to be the largest proportion of letters lost.

2772. Have you many applications for letters of ordinary correspondence, in which the parties applying do not state that the letter contained articles of value?—We have a number of applications of that description, but not in proportion to the number of applications for letters containing property.

2773. What course do you pursue when application is made to you for a letter stated to be missing?—If it is a written application we acknowledge the receipt by a letter requesting further information, to enable us to make satisfactory inquiries. After we are supplied with the fullest information we can obtain, we then write to the various postmasters in the country; we inquire of every individual through whose hands the letter would pass, and when we are satisfied that every possible inquiry has been made for the missing letter, we communicate the result to the complainant. A personal application goes through the same process, with the omission of a written acknowledgment.

2774. It appears, from the Return before the Committee, that the total number of letters passing through the Post-office has increased nearly threefold since the introduction of the Penny-post system; have the applications for missing letters increased in anything like that proportion?—It appears to me that the applications for missing letters have increased sixfold; consequently they would be in the proportion of two to one to the increase of letters.

2775. To what cause do you attribute that great increase in the number of applications for missing letters?—I attribute it to the removal of the protections that were formerly afforded to letters containing coins. They were registered when they were discovered to contain coins or jewellery. That registration having been removed, it has increased the number of applications.

2776. They were registered by the Post-office gratuitously?—Yes.

2777. Do you consider that the system of compulsory registration would afford complete security against the abstraction of letters supposed to contain coin or articles of value?—The system of compulsory registration would, to a considerable extent, reduce the number of letters lost; but I doubt whether it could be established so as to render it complete.

2778. In consequence of this great increase in the number of missing letters, and the removal of that security to which you have referred, have the Post-office taken any measures to lead to the detection of the abstraction of letters?—They have; it is the practice now, when suspicion rests upon particular parties, to send an officer from the Missing-letter Department to investigate the case upon the spot; he is empowered, if he finds suspicion resting upon any particular department, to test the honesty of the parties in that department by passing through the office various letters with marked coins enclosed in them. That is a system that has been of late much carried out, and has proved effective in leading to the detection of guilty parties. In certain cases, where suspicious circumstances attach, the Postmaster-general has despatched an officer from the Post-office to inquire upon the spot.

2779. Do you know many instances in which the result of the inquiry has satisfied you that the missing letter had never reached the Post-office?—Undoubtedly. Within a few months I detected three cashiers, belonging to three different banks in one county, who had stolen a vast number of letters belonging to their employers, containing considerable sums of money; to one of the banks I had the satisfaction of restoring 725*l.* of stolen property. Many instances have come to my knowledge of delinquency on the part of the public, which have confirmed me in the belief, that I am right in only admitting one-third of the losses to be chargeable to the Post-office.

2780. In the first instance suspicion attaches to the servants of the Post-office?—Yes, and we have great difficulty in removing that suspicion unless we can actually detect the guilty party.

2781. Have you taken any measures lately to put the public on their guard against sending money and other articles of value by post?—Within the last two or three years we have issued cautions to the public, to the extent of between 400,000 and 500,000; we have also within that period advertized in the public papers the insecurity of sending money in that way 30 or 40 different times. The cautions have been circulated by all the letter-carriers, and have been sent in numbers

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to the country postmasters, with directions that they would exhibit them in the most conspicuous part of their offices, and distribute them about the towns. We send a caution with the acknowledgment to every letter of complaint; and with the final reply containing the result of our inquiries, we enclose another caution.

2782. Is it the fact, that notwithstanding those repeated cautions, the public are still in the habit of sending a large number of letters containing articles of value through the Post-office?—Undoubtedly they are; they frequently admit it when they come to make complaint; they say they have been in the practice from time immemorial of sending money through the Post-office, and it has always gone safe, and they do not see why they should discontinue the practice. The distress occasioned to poor people is incalculable. No one can form an idea, except those that come into daily communication with them, of the consequences resulting from the non-receipt of letters containing small sums of money, of which they were in need.

2783. Do you consider it possible to give effectual security to such correspondence by means of a cheap system of registration?—Not effectual security. It would be always difficult to give effectual security to correspondence. If it were practicable at all, my knowledge of the duties performed in the various forward offices in the country, would lead me to say, that it would be impossible, at a cheap rate, to carry registration into effect. We have nearly 240 forward offices, and in some of those offices they have 26 bags to sort, make up, and dispatch in as many minutes. If there was a cheap registration it would bring such an influx of registered letters, that without retarding the general delivery of letters, we could not accomplish it.

2784. Does it frequently happen that coin is so carelessly enclosed in letters as to escape from those letters and be found loose in the bag?—It very frequently happens.

2785. Which throws great temptation in the way of the servants of the Post-office who may be employed to open those bags?—Certainly; there are other temptations thrown in the way of the servants of the Post-office, as will be seen by an account I have made out, showing the number of letters that have been put into the Post-office without directions, in the six years ending 5th of April 1843; also the number of bankers' letters that have been misdirected to London in the same period.

[*The same was delivered in, and is as follows:*]

ENGLAND.

AN ACCOUNT showing the Number of LETTERS that have been put into the POST-OFFICE without Directions, in the Six Years ending 5th April 1843; also, the Number of BANKERS' LETTERS that have been Misdirected to *London* in the same period.

| Years ending 5 April | Number of Letters containing Property. | AMOUNT. | Number of Letters not containing Property. | Total Number of Letters. | Number of Bankers' Letters Misdirected to London, with Amount of Property contained. | |
|---|---|---|---|---|---|---|
| | | £. s. d. | | | | £. s. d. |
| 1838 - | 74 | 10,015 9 10 | 1,322 | 1,396 | 23 | 4,172 18 9 |
| 1839 - | 88 | 10,723 18 6 | 1,320 | 1,408 | 20 | 10,472 17 7 |
| 1840 - | 66 | 7,971 9 9 | 1,553 | 1,619 | 50 | 18,313 7 1 |
| 1841 - | 57 | 8,868 17 1 | 1,685 | 1,742 | 92 | 19,433 10 – |
| 1842 - | 55 | 2,269 16 – | 2,316 | 2,371 | 81 | 17,753 19 2 |
| 1843 - | 57 | 2,084 14 7 | 2,453 | 2,510 | 69 | 8,972 4 6 |

(signed) *John Ramsey.*

2786. When you say in that return, "mis-directed," what do you mean?—Directed to London instead of being directed to places for which they were intended. This account does not include the whole of the mis-directed letters, but merely bankers' letters mis-directed to London.

2787. *Chairman.*] To what cause do you attribute the very great increase of missing letters, compared with the increase of correspondence since the establishment of the Penny-post, besides the doing away the system of gratuitous registration?—The opportunity of transmitting coins in letters at a cheaper rate of postage.

2788. Have the number of letters containing money increased in a greater ratio than the general increase of the correspondence?—The general increase of correspondence has been nearly threefold, the increase in the loss of money letters has been nearly sixfold.

2789. Has the number of letters containing coin increased in a greater ratio than threefold?—There can be no doubt of it.

2790. The number of applications made to you for missing letters which are stated by the parties to have contained property, has increased sixfold, whereas the general correspondence has increased not quite threefold?—Just so.

2791. Mr. *Denison.*] Do bankers in the country usually have their letters registered or not?—A great number do.

2792. Can you state what proportion?—I cannot.

2793. Mr. *Hawes.*] Can you state in what proportion money letters have increased?—I cannot.

2794. Mr. *Denison.*] Are not you rather surprised that the whole of the bankers do not register their letters?—I am very much surprised they do not.

2795. Are bankers' letters, many of them, missing?—Very few in comparison to the number that are sent.

2796. Have you any instances of bankers' letters which had been registered having been stolen?—I do not recollect an instance.

2797. *Chairman.*] As far as your experience enables you to say, has the number of lost letters stated to contain property, increased in the last three years in a much greater ratio than the increase of the correspondence?—Certainly they have.

2798. Mr. *Escott.*] You think one reason for that increase is the postage being so much lower?—I should ascribe it to the withdrawal of the securities afforded to letters containing coin, and the increase of accommodation to the public to send letters through the Post-office at a cheap rate, which has induced more persons to send coins now than formerly.

2799. So that the convenience to the public of having a reduced postage would necessarily entail upon them the disadvantage of having more lost letters?—Yes.

2800. Do you think the fact of prepayment may not have been a great cause of so many letters having been lost?—I do not see why that should be the case.

2801. Do not you think there is less inducement for a letter-carrier to deliver accurately and diligently where he has no money to receive at the time of delivery?—No doubt such things have been done; but he must be a very idle man to suppress a letter for the sake of saving himself the trouble of delivering it, and thereby subject himself to criminal proceedings.

2802. And so a man must be a very foolish man to send money by an unsafe mode, when he can do it by a comparatively safe one?—Yes, certainly.

2803. But many people do it?—They do.

2804. Mr. *Hawes.*] Is it, or is it not, the fact, that a large number of the missing letters containing property are letters containing money-orders?—Yes.

2805. You call a letter containing a money-order a letter containing property?—Just so.

2806. Has the loss in that class of letters increased much of late years?—It has.

2807. Has it greatly increased?—Not knowing the number of money-orders issued, I cannot say what proportion the increase bears; but the number of applications for missing letters containing money-orders have considerably increased.

2808. Was there not a great increase of missing letters containing property in 1839?—There was an apparent increase.

2809. Can you explain that?—The returns made out, including that period, were made out from the books in the department; but previously to 1839 it was not the practice in the Missing-letter Department to record in the books applications for missing letters, the full particulars of which could not be given; the

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inquiries were, however, carried on with the document itself, and after it had gone through the various stages in the office, the parties were replied to from that document. Since 1839 I have established a regulation that all applications should be recorded in the books of the department. This Return was made out from the books; that will account for a large portion of the apparent increase from 967 to 1,728.

2810. Does the number in 1839, being 1,728 cases, represent every application made to the office for missing letters?—Every application made to the General Post-office, to the secretary's department, for missing letters; it does not include the Twopenny-post Office. With respect to the previous years, I fear it would be impossible to ascertain the number now; on finding a difficulty in giving an accurate statement in 1839, I then made a regulation that every application for missing letters, however imperfect, should be recorded in the books.

2811. What is the date of the regulation you issued upon that subject?—I have no recollection of the date, it was merely a verbal communication to the officers in the department.

2812. Was it in the spring, the summer, or the autumn?—I do not recollect the date; the books of the department will in all probability show when there was an increase in the number recorded.

2813. You have spoken of coins being enclosed badly in letters and escaping; there is nothing new in that?—No, but as there are now more coins enclosed we have more escape.

2814. You said that the correspondence had increased threefold, and that the number of missing letters had increased sixfold; you also stated that a great number of the missing letters never reached the Post-office; when you stated, therefore, that the missing letters have increased sixfold, does that sixfold include all the applications relating to letters which have not been posted, as well as those which have been posted?—It includes every application made to us on the subject. We cannot state whether the letters have been posted or not; we however institute inquiries.

2815. Then when you state that missing letters have increased sixfold, you mean missing letters and applications relating to missing letters?—Yes.

2816. What is the proportion between the applications for missing letters and the actual discovery of the letters?—There appear to have been, in the six years ending 1843, about one-fourth of them found.

2817. Mr. *Denison.*] Are there not instances of your having found letters that were stated to be missing, in the pockets or possession of letter-carriers, who ought to have delivered them?—Not within my own knowledge, except in cases where the parties have been prosecuted.

2818. Was there not an instance of the kind at Yarmouth?—I think near 500 letters and newspapers were found in the house of a letter-carrier at Yarmouth, not one-tenth of which had we received applications for as missing letters.

2819. *Chairman.*] Should you infer from that that many letters are lost respecting which no application is made?—Undoubtedly, hundreds.

2820. Do you imagine that there are many of those letters that contain coin?—I have no doubt of it; from the distaste that the public have to appear in a court of justice, or to complain to the Post-office of the loss of letters, they would put up with it. I have no doubt there are a great many of that description.

2821. Mr. *Hawes.*] You have stated that a great many of the missing letters have never been posted; would it not be possible to adopt some means by which the Post-office could always ascertain whether the missing letter had been posted or not?—Whether it would be possible or not I cannot say. I wish it could be done; it would prove my position, that the Post-office is only one of three parties with regard to missing letters.

2822. *Chairman.*] You stated that many of the applications for missing letters are for money-order letters; in those cases, does the party sending the money-order, or the party to whom the letter was addressed, sustain pecuniary loss?—Certainly not. Immediately the inquiries are completed for a letter stated to contain a money-order, a duplicate order is granted, so that the parties are not losers of the property.

2823. Therefore a money-order affords the most secure mode of transmitting money through the Post-office?—Decidedly.

2824. Mr. *Denison.*] Is there no means of the Post-office being defrauded by parties stealing such a letter?—By committing forgery.

2825. Have

2825. Have not you had any instances of that?—There have been instances.

2826. Mr. *Escott.*] Have you been rather diligent in detecting thieves of letters?—I have detected a good many since it was the Postmaster-general's pleasure that I should visit the country for that purpose.

2827. Can you state how many?—Since 1840 I have detected between 40 and 50, but they have not all been post-officers.

2828. Mr. *Hawes.*] What number have you discovered within the department?—My inquiries are more directed to country post-offices than to the General Post-office.

2829. Mr. *Denison.*] Have the stealers of letters which you have detected usually been clerks in post-offices or letter-carriers?—There has been about an equal number of each class.

2830. Mr. *Hawes.*] Has the system of investigating upon the spot commenced lately?—It commenced just previous to Lord Lichfield leaving the Post-office, it has however been more fully carried into effect since Lord Lowther has been at the head of the Post-office. In fact, I have scarcely known what it is to be at home a week for many months past.

2831. Mr. *Baring.*] Before the Penny-post came into operation there was a gratuitous system of registration; how long was that in operation?—Long before I entered the Post-office, and that is upwards of 27 years since. There was then a registration of letters discovered to contain coin.

2832. Were there great losses at the Post-office under that system?—There were losses, but not to the extent they are at present.

2833. But still the losses were very considerable, were they not, under that system?—They were considerable.

2834. That was a compulsory registration, was it not?—It was, on the part of the post-officers; if they discovered letters containing coins, it was their duty to register those letters. In fact, I have known many instances where post-officers have been fined for having passed unregistered letters containing a couple of sovereigns. It was supposed that a post-officer could not pass a letter containing two coins without discovering it; and if such letter was lost, the clerk who omitted to register it was fined to the extent of its contents.

2835. Had they the same directions as they have now under the compulsory system of registration?—They had.

2836. And notwithstanding that there was considerable loss?—Yes.

2837. Mr. *Hawes.*] You have described the measures you have adopted to discover these robberies; can you state about what time you first employed them?—There was great prejudice existed previous to the remarks made by one of the judges in Scotland with regard to the propriety of marking coins to detect dishonest persons in the Post-office. The judge stated it was a correct course to pursue under the circumstances; that it was not offering additional temptation to any individual. Finding that the losses had become so numerous, and not knowing what plan to adopt, a consultation was had with the Government during the late Administration as to the measures to be taken, and the Government having acquiesced in the suggestions offered by Lord Lichfield, the course referred to was pursued; but the practice of sending an officer from the Missing-letter Department into the country has been in the last two years much more frequent than it ever was before.

2838. Can you state the date when you first employed the peculiar means you have described of discovering robberies?—The means described were generally adopted in the autumn of 1840, but had been occasionally resorted to for many years previous.

2839. Mr. *Denison.*] Have you a return of the amount of property contained in letters missing, and also the property recovered, with a description of the nature of the property that was recovered?—Here is a Summary, made out for seven months, of the number of applications for missing letters containing property, from the 5th of May to the 5th of December 1842, and another for the month ending the 5th of January 1843.

[*The same were delivered in, and are as follows:*]

*J. Ramsey*, Esq.

7 August 1843.

SUMMARY of the Number of Applications for MISSING LETTERS containing Property, which were made at the General Post-office, *London*, from 5th May 1842 to 5th December 1842, (Seven Months.)

| Description of Contents. | AMOUNT OF PROPERTY. | | | NUMBER OF CASES. | | |
|---|---|---|---|---|---|---|
| | Found. | Not Found. | TOTAL. | Found. | Not Found. | TOTAL. |
| | £. s. d. | £. s. d. | £. s. d. | | | |
| 1st. Letters containing Coin | 99 14 5 | 1,704 – 8 | 1,803 15 1 | 102 | 1,917 | 2,019 |
| 2d. Letters containing Bank Notes | 13,892 12 1 | 6,596 7 10 | 20,488 19 11 | 289 | 304 | 593 |
| 3d. Letters containing Bills, Cheques, &c. | 28,729 14 7 | 24,843 7 3 | 53,573 1 10 | 328 | 301 | 629 |
| 4th. Letters containing Money-orders | 730 13 10 | 632 – 1 | 1,362 13 11 | 379 | 357 | 736 |
| 5th. Letters containing Miscellaneous Property | - - - | - - - | - - - | 162 | 270 | 432 |
| £. | 43,452 14 11 | 33,775 15 10 | 77,228 10 9 | 1,260 | 3,149 | 4,409 |

SUMMARY of the Number of Applications for MISSING LETTERS containing Property, which were made at the General Post-Office, *London*, during the Month ending 5 January 1843.

| Description of Contents. | AMOUNT OF PROPERTY. | | | NUMBER OF CASES. | | |
|---|---|---|---|---|---|---|
| | Found. | Not Found. | TOTAL. | Found. | Not Found. | TOTAL. |
| | £. s. d. | £. s. d. | £. s. d. | | | |
| 1st. Letters containing Coin | 13 13 6 | 242 14 5 | 256 7 11 | 7 | 276 | 283 |
| 2d. Letters containing Bank Notes | 1,080 12 9 | 625 7 7 | 1,706 – 4 | 36 | 42 | 78 |
| 3d. Letters containing Bills, Cheques, &c. | 8,990 4 3 | 5,736 19 – | 14,727 3 3 | 43 | 45 | 88 |
| 4th. Letters containing Money-orders. | 139 8 5 | 97 3 – | 236 11 5 | 67 | 58 | 125 |
| 5th. Letters containing Miscellaneous Property | - - - | - - - | - - - | 21 | 46 | 67 |
| £. | 10,223 18 11 | 6,702 4 – | 16,926 2 11 | 174 | 467 | 641 |

*R. Smith*, Esq.

*Robert Smith*, Esq. called in; and further Examined.

[*The following Papers were delivered in and read:*]

ESTIMATED AMOUNT of TWOPENNY POSTAGE received on GENERAL POST LETTERS at Places beyond the Three Mile Circle, for Three Years previous to the Reduction of Postage; calculated upon a Return of the Number of such Letters delivered in One Week in each Year.

| DATE. | Number of Letters for the Week. | Estimated Amount per Annum, at 2*d.* each Letter. |
|---|---|---|
| | | £. s. d. |
| May 1837 | 14,466 | 6,268 12 – |
| January 1838 | 13,946 | 6,043 5 4 |
| May 1839 | 14,600 | 6,326 13 4 |

A RETURN showing the GROSS and NET RENENUE of the TWOPENNY POST, for the Years ended 5th January 1838, 1839, and 1840, as prepared in the Accountant-general's Office.

| Years ended | Gross Revenue. | Nett Revenue. |
|---|---|---|
| | £. s. d. | £, s. d. |
| 5 Jan. 1838 | * 125,917 9 10 | 72,196 4 9 |
| — 1839 | † 130,831 4 3 | 71,734 9 4 |
| — 1840 | ‡ 137,041 18 10 | 74,790 7 4 |

A RETURN, as near as can be estimated from the Number of Letters, of the GROSS and NET REVENUE of the TWOPENNY POST, for the Years 1840, 1841, and 1842.

| Date. | Gross Revenue. | Net Revenue. |
|---|---|---|
| | £. s. d. | £. s. d. |
| 1840 - | 100,142 - 5 | 32,616 13 9 |
| 1841 - | 105,398 9 1 | 32,877 15 1 |
| 1842 - | 105,428 11 11 | 29,007 1 4 |

* This includes 6,268 *l.* 12 *s.* estimated to have been received on General Post-letters delivered beyond the three-mile circle, and on which a rate of 2 *d.* was charged.

† This includes 6,043 *l.* 5 *s.* 4 *d.* also estimated to have been so received.

‡ This includes 6,326 *l.* 13 *s.* 4 *d.* also estimated to have been so received.

*R. Smith.*

2840. Mr. *Hawes.*] YOU have given in a return for three days of the total number of Twopenny-post letters posted at certain receiving houses which are enumerated at page 254; could you give the Committee a return of the number of letters posted, for instance, for the North-row, and other districts stated?—I cannot at present give the number of letters posted in the North-row district, intended for the Charing-cross district, or at Charing-cross intended for the North-row. This Return is confined to the number of letters posted for delivery within the district where the letters are collected from.

2841. Is the number of district letters compared with the whole number of letters for the 12-mile district?—No; it is only compared with the number of letters for delivery within its own district.

2842. It is stated that at Charing-cross 23,533 letters were posted?—Yes, in three days; out of that number 3,255 were for delivery within the district where they were posted.

2843. Where were the rest posted for?—That I cannot say; they go into all parts of the 12-mile circle.

2844. Could you prepare such a return as would show the number of letters posted for each district?—It would be very difficult. It must be done in this way; the officer who takes the collection, has to select from it any particular district. Now instead of confining it to one district, we should have to extend it to six.

2845. Could you do it for one collection?—It might be done for one collection; I think at Charing-cross there are upwards of 30 receiving houses attached to that alone. At each despatch we should select the letters from all those receiving houses.

2846. With reference to the Paper you have now put in, your attention is requested to a return for the week commencing November the 25th, 1839, which is now put into your hands, (*the same being shown to the Witness,*) in which the amount of general postage is stated to be 225 *l.* 13 *s.* 6 *d.*, or about 11,700 *l.* per annum; can you explain the discrepancy between the present return and that?—The General-post letters outwards, although they appear in this return, do not fall into the revenue of the Twopenny-post, but merge into the General-post.

2847. Is it, or is it not, a correct return of the Twopenny-post revenue?—It is a correct return of the money received from that particular source, that particular class of letters, although that amount did not form part of the Twopenny-post revenue, it was entitled to go to their credit, because it was for service performed by the Twopenny-post.

2848. Will you look at the Ninth Report and read the passage in your evidence pointed out to you?—The question put to me was, "If the General-post letters that are delivered afterwards within the 12-mile district were delivered like letters in the country, where there is a Penny-post, that is, with an additional charge of a penny, what would be the loss to the revenue from that diminution?"—This is my answer:

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answer: "All General-post letters delivered or collected within the Three-penny-post limits are charged 2*d.* in addition. The amount of revenue derived from that source is about 10,000 *l.* per annum, consequently if you reduce the rate to half the present charge, it would cause a reduction of about 5,000 *l.* a year."

2849. With reference to the discrepancy upon this point between Mr. Hill's evidence and your own, it appears susceptible of some explanation, from the return which has been put into your hands, and from the evidence which you gave upon a former occasion, and which is contained in the Ninth Report?—Yes, it does.

2850. Will you turn to question 1866, in your evidence upon a former day: in answer to that question you state, that "the whole of the sorting duty, in preparing for delivery, is done at the principal office;" is that the fact?—It is the fact.

2851. Is not the sorting for the walks done at the branch offices?—No; they sort at the chief office for the walks, to save time when they arrive at the branch offices. By sorting into walks at the principal office, time is saved when the letters arrive at the District-offices, so that the letter-carriers have nothing to do but to set the letters in for delivery.

2852. What is the meaning of a "walk," in Post-office language?—A "walk" means a certain quantity of ground that is marked out for a man to deliver letters upon. A walk is divided into two parts at the Twopenny-post; but there are four or six men upon a walk, according to the size of the walk, and they go out upon alternate deliveries: for instance, the St. James's walk has four men upon it; two men go out upon one delivery and two upon another delivery, so that each delivery is divided between two men.

2853. Is not part of the preparation for delivery made at those branch offices?—Setting in for delivery; they divide the ground between them after the letters get there.

2854. Mr. *Denison.*] The letters are divided at the General Post-office for the walk generally, and the sorting for that particular walk takes place at the branch office, between the parties who have to deliver in that particular walk?—Yes; the subdivision.

2855. There may be 600 letters for a particular walk come to the branch office, and then they have to be divided among the men that have to deliver them in the several divisions of the walk?—Yes.

2856. Mr. *Hawes.*] Are they not assorted for delivery at the branch office?—Yes; but they are sorted into walks in the principal office, and after that the letter-carriers divide them between them.

2857. *Chairman.*] That is what you call "setting" them?—Setting them in for delivery; they lay them into streets and numbers.

2858. They are not arranged in the order of the streets at the head office, but they are arranged into walks at the head office?—Yes; the walk is divided; it is to prevent a multiplicity of sorting. If you have 24 letters to go into 12 walks, and if you have each of those walks divided, you would have 24 sortings instead of 12. It simplifies the first sorting.

2859. Mr. *Bramstone.*] It appears that there are a certain number of offices; there is the Chief Office, the Charing-cross Office, the North-row Office, and others; the letters belonging to the North-row Office are sent up from the General and Twopenny Post-office, to that office?—Yes; they are first collected in the district, and carried to the principal office, where they are sorted into walks, and then sent back again.

2860. Do you call the North-row Office a walk?—No, that is a district.

2861. There are 23 letter-carriers in each delivery from that office; then are there 23 walks?—No, there are 10 walks.

2862. Mr. *Hawes.*] Then, occasionally, the letters are divided after they have reached the branch office, into three portions, before delivery?—A few of the walks have six men upon them.

2863. At what time is the four-o'clock delivery completed, in Westminster, for instance?—I should say from five to half-past five.

2864. And the six o'clock?—The six-o'clock delivery is completed about a quarter past seven.

2865. From what parts of the metropolis do you find that the great increase of letters has taken place?—From the Charing-cross, the North-row, and the City districts, where the greatest quantity of business is carried on, and where there are public offices, and various large establishments.

2866. The question refers to the largest increase since the penny postage?—I cannot answer that question. With regard to Mr. Bokenham's statement that has been referred to, my impression is, that Mr. Bokenham stated that in the poorer neighbourhoods the letter-carriers were going where they had never gone before, and I think that is very likely, because in the poorer neighbourhoods, to a certain extent, the rates of postage formerly prevented the poorer classes corresponding with their friends.

2867. Is not the greater increase in the poorer districts?—I am not aware that it is myself to any great extent; I think it is possible that there may be more correspondence in proportion in the poorer districts. I made some inquiry about it; I desired the inspectors to put the question to the men that delivered about Bethnal-green, whether since they delivered there, they thought they had a greater increase of letters in proportion than there had been in other districts, and they said that they thought there might be.

2868. Mr. *Hawes.*] Are any increased duties thrown upon the town letter-carriers since 1836, besides that which arises out of the delivery of a greater number of letters?—None, except that they have additional deliveries.

2869. How many deliveries did each man make upon the average before?—Three a day.

2870. How many now?—The regular deliveries are four one day, and three the next.

2871. Have the walks been shortened?—Yes, considerably, to meet the increased duties. There is an advantage from reducing the quantity of ground that the letter-carrier has to go over.

2872. Can you at all inform the Committee of the rate at which letters can be prepared for delivery?—If the question is, what time a letter will take in its different assortings through the office, you may sort 30 or 40 letters in a minute, but we have to look at the number of assortings, and I should say that a letter would go through all the processes in from eight to ten in a minute. A good sorter will sort 40 in a minute; another will sort 25 or 30. It depends upon the addresses. For example, circular letters, which are plainly addressed, a man will sort a good many more than private letters.

2873. Taking all the processes into account, may it be said that it is done at the rate of 8 or 10 a minute?—I should think so.

2874. For the country despatch equally with the London?—One keeps pace with the other; I will put in a return which will show the actual number of letters going to delivery, and the number of places that the letter-carrier has to call at to deliver those letters; for example, in one walk he goes out with 125 letters, and he calls at 113 places. With the permission of the Committee I will deliver in with this Return a letter sent to me by the inspector.

[*The Witness delivered in the same, which is as follows:*]

Sir, Branch, North-row, 1 August 1843.

I BEG to lay before you the numbers of letters delivered from this office in the week ending 14th July 1843. I have also taken the numbers of places at which they were to be delivered at each delivery in the day.

The week in question was the lightest we have had this season; we had no extra mails or ships' letters, and I do not know that we had a dozen circulars, excepting on Saturday evening about 150 on Connaught-square. The numbers were taken by the men, and reported each turn, so that scarcely any time was lost; and I believe they reported faithfully, as those I checked I found correct. I should have forwarded it earlier, but being absent from duty, and the papers at the office, I could not.

I am, &c.

(signed) *J. Gapes.*

LETTERS at the North Row Branch Office,

| | Saturday. | | | | | | | | Monday. | | | | | | | | Tuesday. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8. | 10. | 12. | 2. | 4. | 6. | 8. | Total. | 8. | 10. | 12. | 2. | 4. | 6. | 8. | Total. | 8. | 10. | 12. | 2. | 4. | 6. | 8. | Total. |
| Manchester-square | 57 | 125 | 113 | 140 | 264 | 136 | 280 | 1,115 | 45 | 143 | 132 | 106 | 224 | 121 | 267 | 1,038 | 88 | 147 | 121 | 112 | 235 | 128 | 278 | 1,109 |
| Places - - | 54 | 113 | 112 | 120 | 212 | 131 | 243 | 985 | 43 | 113 | 94 | 103 | 188 | 117 | 223 | 881 | 81 | 120 | 117 | 101 | 205 | 121 | 226 | 971 |
| Baker-street - | 53 | 105 | 90 | 92 | 194 | 91 | 216 | 841 | 33 | 145 | 91 | 93 | 164 | 88 | 193 | 807 | 42 | 130 | 85 | 84 | 195 | 101 | 207 | 844 |
| Places - - | 49 | 97 | 81 | 84 | 169 | 85 | 182 | 747 | 32 | 135 | 83 | 88 | 141 | 77 | 163 | 719 | 42 | 118 | 80 | 81 | 123 | 87 | 193 | 724 |
| Dorset-square - | 47 | 118 | 62 | 61 | 160 | 84 | 203 | 735 | 25 | 120 | 60 | 70 | 124 | 60 | 171 | 630 | 39 | 132 | 67 | 75 | 133 | 83 | 174 | 703 |
| Places - - | 42 | 98 | 60 | 59 | 150 | 82 | 169 | 660 | 25 | 110 | 54 | 66 | 122 | 58 | 142 | 575 | 39 | 119 | 65 | 70 | 123 | 72 | 162 | 650 |
| Bryanstone-square | 82 | 161 | 131 | 115 | 273 | 164 | 344 | 1,270 | 47 | 174 | 159 | 116 | 238 | 122 | 322 | 1,178 | 82 | 216 | 143 | 132 | 293 | 156 | 308 | 1,330 |
| Places - - | 78 | 139 | 116 | 98 | 223 | 150 | 271 | 1,076 | 45 | 153 | 140 | 105 | 203 | 110 | 284 | 1,040 | 79 | 192 | 127 | 106 | 234 | 147 | 262 | 1,147 |
| Connaught-square | 65 | 195 | 152 | 97 | 295 | 146 | 546 | 1,496 | 76 | 209 | 177 | 167 | 285 | 134 | 326 | 1,374 | 90 | 289 | 186 | 128 | 234 | 168 | 322 | 1,417 |
| Places - - | 61 | 174 | 139 | 68 | 250 | 141 | 392 | 1,225 | 75 | 112 | 160 | 150 | 249 | 123 | 274 | 1,143 | 89 | 262 | 174 | 118 | 209 | 144 | 313 | 1,309 |
| Grosvenor-square | 91 | 143 | 142 | 125 | 370 | 157 | 432 | 1,458 | 57 | 286 | 198 | 140 | 274 | 171 | 369 | 1,497 | 81 | 237 | 165 | 129 | 273 | 126 | 337 | 1,388 |
| Places - - | 83 | 132 | 131 | 111 | 287 | 133 | 344 | 1,221 | 56 | 246 | 174 | 125 | 229 | 147 | 300 | 1,277 | 65 | 184 | 144 | 115 | 219 | 107 | 316 | 1,150 |
| Berkeley-square - | 72 | 126 | 138 | 120 | 316 | 132 | 399 | 1,303 | 56 | 242 | 201 | 120 | 267 | 132 | 338 | 1,356 | 114 | 253 | 148 | 170 | 278 | 151 | 313 | 1,427 |
| Places - - | 68 | 120 | 127 | 112 | 253 | 128 | 314 | 1,122 | 54 | 204 | 187 | 113 | 224 | 112 | 283 | 1,177 | 96 | 202 | 134 | 155 | 221 | 135 | 278 | 1,221 |
| Belgrave-square - | 68 | 115 | 90 | 89 | 270 | 161 | 342 | 1,135 | 101 | 219 | 136 | 102 | 253 | 113 | 306 | 1,230 | 90 | 169 | 123 | 110 | 237 | 127 | 273 | 1,129 |
| Places - - | 63 | 101 | 84 | 84 | 213 | 101 | 325 | 971 | 99 | 185 | 120 | 95 | 204 | 97 | 247 | 1,047 | 74 | 139 | 87 | 91 | 186 | 101 | 226 | 904 |
| Sloane-street - | 33 | 95 | 96 | 76 | 143 | 99 | 180 | 722 | 56 | 117 | 95 | 69 | 156 | 99 | 188 | 780 | 32 | 140 | 65 | 52 | 127 | 78 | 189 | 683 |
| Places - - | 29 | 89 | 87 | 71 | 104 | 89 | 156 | 625 | 55 | 106 | 78 | 62 | 142 | 87 | 161 | 691 | 30 | 126 | 65 | 48 | 115 | 74 | 158 | 616 |
| Ebury-street - | 40 | 86 | 52 | 77 | 141 | 79 | 162 | 637 | 26 | 108 | 68 | 57 | 146 | 71 | 138 | 614 | 51 | 101 | 68 | 52 | 157 | 54 | 129 | 612 |
| Places - - | 40 | 82 | 52 | 72 | 120 | 72 | 138 | 576 | 26 | 82 | 63 | 54 | 130 | 65 | 134 | 554 | 47 | 94 | 62 | 52 | 143 | 49 | 114 | 561 |

EARLY GENERAL-POST LETTERS.

| | Saturday. | Monday. | Tuesday. | Wednesday. | Thursday. | Friday. | Totals. | |
|---|---|---|---|---|---|---|---|---|
| Upper Baker-street - | 157 | 228 | 146 | 125 | 133 | 127 | 916 | — |
| Places - - - | 111 | 142 | 110 | 86 | 98 | 95 | - - | 642 |
| Hyde Park-square - | 136 | 384 | 183 | 215 | 224 | 184 | 1,326 | — |
| Places - - - | 106 | 138 | 103 | 98 | 106 | 113 | - - | 664 |
| Oxford-terrace - - | 198 | 287 | 142 | 147 | 161 | 184 | 1,119 | — |
| Places - - - | 152 | 164 | 101 | 121 | 112 | 132 | - - | 782 |
| Lisson-grove - - | 189 | 256 | 146 | 187 | 171 | 177 | 1,126 | — |
| Places - - - | 112 | 152 | 110 | 138 | 122 | 109 | - - | 743 |
| Sloane-street - - | 227 | 302 | 180 | 204 | 185 | 192 | 1,290 | — |
| Places - - - | 210 | 275 | 148 | 169 | 161 | 165 | - - | 1,128 |
| | | | | | | | 5,777 | 3,959 |

*Mercurii, 9° die Augusti*, 1843.

MEMBERS PRESENT.

| | |
|---|---|
| Mr. Baring. | Viscount Ebrington. |
| Mr. Bramston. | Mr. Escott. |
| Sir George Clerk, Bart. | Mr. Gibson. |
| Mr. Cripps. | Mr. Hawes. |
| Mr. Denison. | Mr. Trotter. |

Sir GEORGE CLERK, Bart. in the Chair.

The Right Honourable The Lord *Lowther*, Examined.

Right Hon. Lord *Lowther*.

9 August 1843.

2875. *Chairman.*] YOUR Lordship was one of the Commissioners of Post-office Inquiry in the year 1835?—Yes, I was, but for a very short period; we sat but two or three or four months during the existence of the short administration.

2876. Had your attention been directed to the management of the Post-office for some time previous to your appointment to the situation of Postmaster-general?—Yes, upon the publication of the Eighteenth Report of the Commissioners of Revenue Inquiry. On reading that attentively, I was very much struck with the restrictive nature of the accommodation given to the public, and also, as I conceived, the erroneous system of management which existed up to that time, in which the greater part of the officers were paid by fees; but the Duke of Richmond

in the Week ending 14 July 1843.

| Wednesday. | | | | | | | | Thursday. | | | | | | | | Friday. | | | | | | | | Total the Week and Places. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8. | 10. | 12. | 2. | 4. | 6. | 8. | Total. | 8. | 10. | 12. | 2. | 4. | 6. | 8. | Total. | 8. | 10. | 12. | 2. | 4. | 6. | 8. | Total. | | |
| 69 | 119 | 117 | 119 | 225 | 102 | 309 | 1,060 | 58 | 130 | 103 | 77 | 233 | 118 | 323 | 1,042 | 82 | 112 | 109 | 131 | 288 | 142 | 248 | 1,112 | 6,475 | — |
| 66 | 110 | 103 | 90 | 191 | 93 | 242 | 895 | 58 | 117 | 100 | 76 | 202 | 102 | 268 | 923 | 81 | 101 | 102 | 117 | 238 | 133 | 196 | 968 | - - | 5,623 |
| 50 | 96 | 97 | 74 | 184 | 76 | 211 | 788 | 54 | 88 | 89 | 72 | 172 | 95 | 307 | 877 | 55 | 118 | 106 | 92 | 165 | 121 | 211 | 868 | 5,025 | — |
| 47 | 93 | 82 | 69 | 157 | 72 | 183 | 703 | 52 | 82 | 87 | 69 | 154 | 89 | 272 | 805 | 53 | 113 | 102 | 84 | 158 | 104 | 188 | 802 | - - | 4,500 |
| 43 | 95 | 68 | 59 | 144 | 58 | 162 | 629 | 37 | 89 | 65 | 55 | 156 | 81 | 200 | 683 | 36 | 100 | 70 | 68 | 138 | 92 | 150 | 654 | 4,034 | — |
| 42 | 87 | 59 | 58 | 131 | 57 | 137 | 571 | 36 | 81 | 63 | 52 | 153 | 73 | 190 | 654 | 35 | 96 | 69 | 68 | 127 | 89 | 127 | 611 | - - | 3,721 |
| 100 | 155 | 118 | 124 | 298 | 121 | 347 | 1,263 | 71 | 280 | 97 | 112 | 265 | 117 | 311 | 1,253 | 70 | 169 | 144 | 155 | 261 | 187 | 273 | 1,259 | 7,553 | — |
| 95 | 129 | 109 | 113 | 267 | 110 | 310 | 1,233 | 67 | 246 | 90 | 106 | 212 | 116 | 262 | 1,099 | 67 | 156 | 137 | 138 | 242 | 153 | 255 | 1,148 | - - | 6,743 |
| 87 | 230 | 121 | 116 | 279 | 152 | 341 | 1,326 | 78 | 175 | 160 | 120 | 292 | 146 | 359 | 1,330 | 97 | 187 | 137 | 136 | 295 | 209 | 311 | 1,372 | 8,315 | — |
| 82 | 217 | 115 | 112 | 253 | 147 | 295 | 1,221 | 75 | 155 | 147 | 115 | 276 | 138 | 320 | 1,226 | 95 | 162 | 131 | 127 | 254 | 196 | 293 | 1,168 | - - | 7,292 |
| 88 | 204 | 127 | 133 | 280 | 139 | 422 | 1,393 | 92 | 170 | 122 | 113 | 281 | 153 | 348 | 1,279 | 103 | 228 | 162 | 182 | 357 | 175 | 342 | 1,549 | 8,564 | — |
| 76 | 178 | 115 | 106 | 219 | 124 | 329 | 11,47 | 86 | 154 | 114 | 106 | 256 | 136 | 276 | 1,128 | 83 | 178 | 146 | 149 | 281 | 154 | 281 | 1,272 | - - | 7,195 |
| 102 | 167 | 139 | 114 | 276 | 121 | 356 | 1,275 | 77 | 163 | 104 | 140 | 260 | 168 | 347 | 1,259 | 118 | 205 | 162 | 177 | 284 | 156 | 306 | 1,408 | 8,028 | — |
| 93 | 141 | 128 | 102 | 228 | 110 | 301 | 1,103 | 71 | 152 | 94 | 127 | 210 | 157 | 296 | 1,107 | 112 | 178 | 154 | 158 | 247 | 142 | 250 | 1,241 | - - | 6,971 |
| 65 | 122 | 101 | 116 | 212 | 110 | 266 | 992 | 54 | 200 | 90 | 111 | 237 | 117 | 234 | 1,043 | 104 | 159 | 126 | 115 | 263 | 155 | 284 | 1,206 | 6,735 | — |
| 58 | 115 | 81 | 91 | 181 | 93 | 243 | 862 | 49 | 179 | 83 | 99 | 170 | 104 | 204 | 888 | 97 | 134 | 110 | 101 | 224 | 135 | 245 | 1,046 | - - | 5,718 |
| 38 | 104 | 70 | 64 | 131 | 75 | 235 | 717 | 49 | 107 | 67 | 49 | 125 | 85 | 178 | 660 | 72 | 120 | 101 | 80 | 143 | 84 | 173 | 773 | 4,335 | — |
| 35 | 88 | 66 | 60 | 116 | 70 | 174 | 609 | 46 | 93 | 61 | 43 | 106 | 81 | 159 | 589 | 67 | 105 | 85 | 76 | 127 | 79 | 146 | 685 | - - | 3,815 |
| 40 | 93 | 69 | 59 | 126 | 72 | 120 | 579 | 47 | 69 | 70 | 62 | 102 | 61 | 183 | 594 | 105 | 76 | 70 | 68 | 107 | 64 | 117 | 607 | 3,643 | — |
| 40 | 81 | 60 | 56 | 119 | 68 | 110 | 534 | 45 | 67 | 70 | 58 | 98 | 59 | 169 | 505 | 93 | 70 | 66 | 61 | 102 | 60 | 111 | 563 | - - | 3,353 |
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| Twopenny-post Letters, including the Mid-day Mail - - - | | | | | | | | | | | | | | | | | | | | | | | | 62,707 | 54,931 |
| Early General-post Letters - - - - - - - - - - - - | | | | | | | | | | | | | | | | | | | | | | | | 5,777 | 3,959 |
| Total - - - | | | | | | | | | | | | | | | | | | | | | | | | 68,484 | 58,890 |

Right Hon. Lord *Lowther*.

9 August 1843.

Richmond being appointed Postmaster-general, he set to, with considerable vigour, both to reform the office and to give accommodation to the public; and he published a paper, which I have with me, in 1834, in which there are 28 really substantial measures of reform in the office brought forward, and the giving facilities in the post-offices in a variety of ways. He consolidated the Irish and Scotch post-offices with England, established new mail-coaches, arranged a daily post to France, gave steam-packets to Hamburgh, and a great variety of very useful measures.

2877. Have the greatest part of those 28 suggestions or recommendations of the Duke of Richmond been carried into effect?—They were not recommendations, they were alterations he carried into effect; there were also other recommendations by the Commissioners of Inquiry. I recollect moving for a paper in 1836, containing those which had been adopted; and I think the greatest number of those which I considered practicable were adopted.

2878. Had those recommendations for their object the giving of additional accommodation and facilities for the correspondence of the public?—Yes; those of the Duke of Richmond were, to a certain extent; there was still a great deal more to be done. When I was a Commissioner for a short period there were some measures I recommended; and also in the Committees that sat afterwards I joined in various other recommendations; but benefits are very easily forgotten; it is almost surprising to think what the state was of the Post-office then. I have a receipt for a newspaper sent to Naples in 1833, the charge was 7 *s.* 8 *d.* I have one in 1834, in which merely sending a newspaper from London to Boulogne was 5 *s.* 10 *d.*, which can be sent now for nothing, and to Naples for 2 *d.*, the general rate of postage; but that was at the period when all the clerks in the Inland-office had the exclusive privilege of sending newspapers abroad; that has been abolished, and the charge inwards was nearly in the same proportion. I have a cover of an old newspaper where there was 5 *s.* 8 *d.*, and in another instance, 6 *s.* 8 *d.* charged, according to the weight of the newspaper. I give these merely as illustrations.

2879. At what time was the system of the monopoly of forwarding newspapers abroad abolished?—I think in 1836 or 1837; it was on Mr. Spring Rice's second French treaty, a treaty for lowering the postage and the transit of newspapers.

2880. What has been done to give additional facilities to foreign correspondence, and secondly, what has been done in respect of the internal distribution of letters?—

Right Hon. Lord *Lowther*.

9 August 1843.

letters?—There has been a treaty with France, and there have been several treaties with the new Republican States in South America; as to the colonial, there have been various measures in Canada for the abolition of franking of letters and packets, and putting it on a new system with forward offices. The correspondence of the West Indies has been undergoing a reform; we sent a surveyor out; but I look upon the treaty with France as being the largest and most useful measure that ever was adopted as a Post-office measure, and which we are beginning now to feel the benefit of. When Colonel Maberly was examined here, we were in the course of negotiation for a treaty with Holland; but since Colonel Maberly was examined, we have had letters from Prussia and from Belgium, expressing their wish to treat, on the same terms as other countries, to afford the accommodation of optional payment and transit of letters. I have no doubt it will go on still further; but as for the home delivery, certainly we have not been so active as those who preceded us. There was not so much to do; but I have had an abstract made of all the measures for accommodation we have given, taking the last four years, for the deliveries established. From September 1839 to 1841, 311; from September 1841 to August 1843, 188. Free deliveries extended were 65 in the first period, and 23 in the last. Additional deliveries authorised, 23 and 11. Penny posts—they go by that name, which was the old name—penny or rural posts established in the first period 91, and 89 in the last. Guarantee-posts established, 25 in the former period, and 64 in the latter. Receiving offices, established, 30 and 22; but I expect that the last measure that was sanctioned by the Chancellor of the Exchequer, for the delivery of letters to villages where there are 100 letters, will be very extensive. I sign three or four every day that have been decided upon.

[*The Paper was read, as follows:*]

MEMORANDUM of Alterations in the Post-office Arrangements, giving facilities to the Public.

| | From Sept. 1839 to Sept. 1841. | From Sept. 1841 to Aug. 1843. |
|---|---|---|
| Free deliveries established | 311 | 188 |
| Free deliveries extended | 65 | 23 |
| Additional deliveries authorised | 23 | 11 |
| Penny or rural posts established | 91 | 89 |
| Guarantee posts established | 25 | 64 |
| Receiving-offices established | 30 | 22 |

2881. Mr. *Denison.*] Will not that alteration be attended with great expense?—That is the difficulty in the present state of the Post-office revenue; the question of the Treasury, when I propose accommodation, has been, "Will it pay its expenses?" Now, upon an examination, I have felt that I could not pledge myself, of course, in most cases that it would; and I think, after we have given a certain amount of accommodation to the most thickly inhabited parts of the country, if we give accommodation to other parts where the population is more dispersed, it will cost money. I have studied and looked at it in all ways, and there are hardly any places that I know, I do not indeed know one, where it would not be attended with expense. If I knew one where additional accommodation could be given without its costing money, or where there was a fair prospect of a return, I should willingly adopt it; for I could adopt it almost without the sanction of the Treasury. I know the Treasury, in the present view of the general finances of the country, in the state of the finances particularly of the Post-office, have been very slow, or at least very considerate, before they sanction any measure that will cost some 10,000 *l.*

2882. Is that the question which is usually put to you at the Treasury when you propose a measure; viz. whether it will pay or not?—Yes.

2883. Does that appear to be the rule as to whether they will consent or not?—Yes, invariably; if I go to the Chancellor of the Exchequer, and say, "We wish to do this or that," he says, "What will it cost; how many letters will there be?"

2884. They are not guided solely by the accommodation to the public?—That is always taken into consideration, but not solely, certainly.

2885. Mr.

Right Hon. Lord *Lowther*.

9 August 1843.

2885. Mr. *Escott.*] Do you not think it is necessary to take into consideration the question whether it will pay, in order to arrive at the conviction, whether it will be very beneficial to the public; are not the two connected together?—I believe many concessions have been given in which they would not pay.

2886. Mr. *Denison.*] The establishment of rural post-offices which, at first, are all costly without returning any revenue, would be a concession to the convenience of the public without any return?—There would be some return; but there would be a balance lost; where we establish a post, the average cost is about 30*l.*; something more than 30*l.*; then probably we may lose 10*l.* a post; but that is an alteration to be made at a certain expense. I have always maintained that a person should not have the advantage of receiving letters merely because he lives in a town, and I gave evidence upon that point, which will be found in the Eighth Report. My attention was particularly called to it, because Serjeant Wilde quoted a part of the statement in his speech; it was with reference to France making a distribution to every house in the country; but I should be prepared to show that at a penny, adopting the English system of receiving only a penny a letter, France would be a considerable loser by it, and I will illustrate that in a very few words, and give in a paper to the Committee that they may see it, because on this question of rural posts being started, I wrote to the post-office in France; the Committee will see the questions I put to them to know the operation of their penny rural posts. I have made an abstract of it; the letters are delivered generally in France in all the rural districts, either once a day or every other day, and some every day; there are 200 and odd twice a day. It seems there are in France 25,480,000 letters distributed among the communes, similar to our villages. They are divided thus: 18,130,000 which come from other post-offices at a distance; the local letters, which are similar to our penny post, 7,350,000. The first are subject to a tax according to the distance, but they also pay 1*d.* in addition for the delivery. The whole tax amounted to 7,948,000 francs; but the 1*d.* tax on letters from a distance is 1,813,000 francs. Then, secondly, the local charges 735,000 francs, making 2,548,000 francs. The amount received further is about 102,000 francs, the cost of letter-carriers is 4,000,000 francs. For those 25,480,000 letters, the actual loss, if they only acted on the English principle in charging 1*d.* a letter, would be 60,000*l.* a year. I will put in the paper to show these facts.

[*The same was delivered in and read, as follows:*]

ADMINISTRATION DES POSTES.

TABLEAU présentant, par Année, le Mouvement des Recettes et des Dépenses du Service Rural, depuis 1830 jusqu'en 1842.

| EXERCICES | RECETTES. | | | | | DÉPENSES. | | | BÉNÉFICE NET pour le TRÉSOR. |
|---|---|---|---|---|---|---|---|---|---|
| | Produits des Taxes Rurales. | | | Produit de la Taxe Progressive appliquée aux Lettres passant d'un Bureau à un autre Bureau. | TOTAL des RECETTES. | Salaire des Facteurs Ruraux. | Sécours et Indemnités en cas de Maladie ou de Remplacement. | TOTAL des DÉPENSES. | |
| | Appliquées aux Lettres passant d'un Bureau à un autre Bureau. (Décime Supplémentaire.) | | Appliquées aux Lettres de la Correspondance Locale. | | | | | | |
| | Payé par les Destinataires. | Payé par les Envoyeurs. | | | | | | | |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. | 10. |
| 1830 - - | 651,000 | 40,000 | 285,000 | 2,073,000 | 3,949,000 | 1,800,000 | 22,000 | 1,822,000 | 2,127,000 |
| 1831 - - | 976,000 | 60,000 | 426,000 | 3,108,000 | 5,470,000 | 2,400,000 | 30,000 | 2,430,000 | 3,040,000 |
| 1832 - - | 1,000,000 | 60,000 | 437,000 | 3,180,000 | 5,577,000 | 2,480,000 | 31,000 | 2,511,000 | 3,066,000 |
| 1833 - - | 1,047,000 | 65,000 | 458,000 | 3,336,000 | 4,906,000 | 3,100,000 | 39,000 | 3,139,000 | 1,767,000 |
| 1834 - - | 1,120,000 | 70,000 | 485,000 | 3,570,000 | 5,245,000 | 3,400,000 | 42,000 | 3,442,000 | 1,803,000 |
| 1835 - - | 1,207,000 | 75,000 | 528,000 | 3,846,000 | 5,656,000 | 3,400,000 | 42,000 | 3,442,000 | 2,214,000 |
| 1836 - - | 1,344,000 | 85,000 | 588,000 | 4,287,000 | 6,304,000 | 3,400,000 | 42,000 | 3,442,000 | 2,862,000 |
| 1837 - - | 1,433,000 | 90,000 | 627,000 | 4,569,000 | 6,719,000 | 3,450,000 | 43,000 | 3,493,000 | 3,226,000 |
| 1838 - - | 1,501,000 | 95,000 | 656,000 | 4,788,000 | 7,040,000 | 3,500,000 | 43,000 | 3,543,000 | 3,497,000 |
| 1839 - - | 1,557,000 | 95,000 | 681,000 | 4,956,000 | 7,289,000 | 3,500,000 | 44,000 | 3,544,000 | 3,745,000 |
| 1840 - - | 1,611,000 | 100,000 | 700,000 | 5,133,000 | 7,544,000 | 3,630,000 | 45,000 | 3,675,000 | 3,869,000 |
| 1841 - - | 1,640,000 | 100,000 | 716,000 | 5,220,000 | 7,676,000 | 3,689,000 | 46,000 | 3,735,000 | 3,941,000 |
| 1842 - - | 1,708,000 | 105,000 | 735,000 | 5,439,000 | 7,987,000 | 3,689,000 | 46,000 | 3,775,000 | 4,252,000 |
| Totaux - | 16,795,000 | 1,040,000 | 7,322,000 | 53,505,000* | 81,362,000 | 41,438,000 | 515,000 | 41,993,000 | 39,409,000 |

* Produit calculé à raison de 30 centimes par lettre sur les recettes indiquées aux Colonnes 2 et 3.

Right Hon. Lord *Lowther*.

9 August 1843.

ADMINISTRATION DES POSTES.

NOTE sur le Service Rural en *France*.

1°. Quelles sont les règles pour l'établissement des postes rurales ?

Toutes les communes du royaume qui ne possèdent pas de bureaux de poste, reçoivent leurs lettres par l'intermédiaire de facteurs ruraux, qui visitent ces communes, soit de deux jours l'un, soit tous les jours, soit même, dans certaines localités, deux fois par jour.

Voici, en ce moment, quelle en l'organisation postale de la France :

| Communes pourvues de Bureaux de Poste : | | Communes Rurales desservies : | | | Total des Communes du Royaume. | Nombre de Facteurs Ruraux. | Montant Annuel du Salaire des Facteurs Ruraux. | Salaire moyen par Facteur. |
|---|---|---|---|---|---|---|---|---|
| Directions. | Distributions. | Deux Fois par Jour. | Tous les Jours. | Tous les Deux Jours. | | | | |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. |
| 2,044 | 710 | 212 | 18,896 | 15,088 | | | *Fr.* | *Fr.* |
| 2,754 | | 34,196 | | | 36,950 | 9,000 | 4,000,000 | 440 |

2°. Quelles sont les règles pour la distribution dans les districts ruraux ?

Chaque conseil municipal (il y a un conseil municipal dans chaque commune) fait connaître, par une délibération, par quel bureau de poste il désire que la commune qu'il représente reçoive ses lettres. C'est ainsi que se forme l'arrondissement postal ou rural de chaque bureau de poste. On attache à ce bureau le nombre de facteurs ruraux qui est jugé nécessaire en raison du nombre de communes rurales, formant le ressort ou l'arrondissement de ce bureau. On trace à chaque facteur un itinéraire : c'est dans l'ordre de cet itinéraire que le facteur rural doit distribuer les lettres qui lui sont confiées.

3°. Quel est le nombre de tournées ou de distributions par semaine ?

On a vu, dans la réponse à la première question, que quelques communes rurales reçoivent leurs lettres jusqu'à deux fois par jour ; d'autres, et c'est le plus grand nombre, les reçoivent tous les jours : il y en a encore 15,000 qui ne les reçoivent que tous les deux jours.

Les communes qui demandent à recevoir leurs lettres tous les jours, doivent en faire la réclamation par l'organe de leurs conseils municipaux. Elles obtiennent immédiatement cette faveur, si la demande est appuyée par le préfet du département.

Avant cinq ans, toutes les communes rurales de France recevront chaque jour leurs correspondances.

4°. Quel est le produit, et couvre-t-il les frais qu'il occasionne ?

Les facteurs ruraux recueillent ou distribuent annuellement 25,000,000 de lettres adressées ou nées dans les districts ruraux. Ces lettres peuvent se classer de la manière suivante :

| | |
|---|---|
| 1°. Lettres transportées d'un bureau à un autre bureau - - | 18,130,000 |
| 2°. Lettres locales ou circulant dans le district où elles sont nées | 7,350,000 |
| TOTAL - - - | 25,480,000 |

Les premières sont soumises à deux sortes de taxes. Une taxe proportionnelle à la distance, et qui produit environ 5,400,000 *fr.* Une taxe supplémentaire, qui est fixe ; cette taxe est d'un décime (un penny) par lettre. La taxe supplémentaire produit 1,813,000 *fr.* Ces deux taxes réunies rapportent donc 7,213,000 francs.

Les lettres de la correspondance locale ne supportent qu'une seule taxe, qui est d'un décime (ou un penny) par lettre. Le produit est de 735,000 francs.

| | *fr.* |
|---|---|
| En sorte que l'ensemble des recettes provenant de la circulation des lettres transportées par les facteurs ruraux s'élève à la somme annuelle de - - | 7,948,000 |
| Si on réduit ce produit aux taxes purement rurales, on trouve les résultats suivants : | |
| 1°. Taxes supplémentaires - - - - *fr.* 1,813,000 | 2,548,000 |
| 2°. Taxes locales - - - - - - - 735,000 | |

Mais on ne peut disconvenir que la presque totalité des lettres de la première classe n'aurait pas été mise en circulation sans le secours du service rural ; ainsi on peut donc attribuer au produit rural les 5,400,000 *fr.* de taxes proportionnelles qu'elles supportent, indépendamment de la taxe supplémentaire.

Or,

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Or, attendu que la dépense de ce service ne s'élève qu'à la somme de 4,000,000 de francs par an, il est évident que les recettes du service rural couvrent amplement les dépenses du même service.

Au reste, le tableau ci-joint, qui présente l'ensemble des recettes et des dépenses de ce service depuis son origine jusqu'en 1842, prouve le succès de cette belle institution.

5°. Est-ce que les districts ruraux se chargent de leur propre dépense?
Les frais du service rural, même l'entretien des boîtes, sont à la charge de l'Etat.

6°. Combien est le port de chaque lettre au-delà du tarif ordinaire?
Voyez la réponse à la 4e question.

7°. Les facteurs livrent-ils chaque lettre à la maison du destinataire?
Oui.

8°. Ou bien y a-t-il quelque maison centrale où ils les déposent?
Non.

9°. Les met-on dans une boîte dans chaque village?
Il existe une boîte aux lettres dans chaque village. C'est dans cette boîte, ordinairement placée au centre de la commune, que les habitants déposent leurs lettres. Cette boîte ferme à clef; et le facteur rural doit la vérifier et en extraire les lettres chaque fois qu'il visite la commune.

Dans cette boîte, il y a un timbre dont le facteur doit prendre l'empreinte sur un part (bill), qu'il rapporte au bureau à la fin de sa tournée.

Un exemplaire de ce part, et une instruction pour les facteurs ruraux, sont ci-joints.

Paris, le 11 Juillet 1843.

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RETURNS on the Rural Post-office Service in *France*.

A NOTE on the Country Post-office Service in *France*.

1. WHAT regulations have been adopted for establishing the country post-offices?
All the parishes in the kingdom where there are no post-offices established receive their letters through the country postmen, who visit those parishes either every other day or every day, or even, as in some places, twice a day.

This is at present the post-office organization in France:—

| Parishes having Post-offices. | | Parishes receiving Letters: | | | Total of the Parishes in the Kingdom. | Number of Country Postmen. | Amount of Salaries for Country Postmen. | Average Salary for every Postman. |
|---|---|---|---|---|---|---|---|---|
| Directions. | Deliveries. | Twice a Day. | Every Day. | Every other Day. | | | | |
| 1. | 2. | 3. | 4. | 5. | 6. | 7. | 8. | 9. |
| 2,044 | 710 | 212 | 18,896 | 15,088 | | | *Fr.* | *Fr.* |
| 2,754 | | 34,196 | | | 36,950 | 9,000 | 4,000,000 | 440 |

2. What are the regulations for the country districts?
Every municipal council (there is one in every parish) makes known by application from what post-office it is their desire that the parish which it represents should receive its letters. Thus is fixed the post-office district or country circuit of every post-office. A number of country postmen are accordingly allotted to that post-office, as it is thought proper, or in proportion to the number of the country parishes in connexion with that post-office or its circuit. Directions are given to the postman in the shape of a way-bill, in pursuance of which the postman is to deliver the letters with which he is entrusted.

3. How many deliveries of letters will there be in a week?
By the answer to the first question, it has been observed, that some parishes receive their letters as often as twice a day. Others, and they are the greatest number, receive them every day; there are still 15,000 parishes that receive them only every other day. The country parishes that wish to receive their letters every day, must make their application through the channel of their municipal councils; they will obtain immediately the grant, if the petition is supported by the prefect of the department. Before the lapse of five years all the country parishes in France will receive their correspondence every day.

4. What are the returns, and do they cover the expenses that are incurred?
The country postmen collect or deliver annually 25,000,000 letters, directed to or written in the country districts. These letters may be classed in the following manner:

| | |
|---|---|
| 1st. Letters carried from one post-office to another post-office - - | 18,130,000 |
| 2d. Local letters, or circulating in the district where they are written | 7,350,000 |
| TOTAL - - - | 25,480,000 |

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The former are charged in two different ways. One charge is made in proportion to the distance, and which returns about 5,400,000 francs; and an additional charge, which is fixed to a *décime* (one penny) per letter invariably. The additional charge yields 1,813,000 francs. Both taxes give a return of 7,213,000 francs. The letters of the local correspondence are only subject to one tax, which is of one *décime* per letter (one penny). The produce is 735,000 francs. Accordingly, the whole of the receipts proceeding from the circulation of letters carried by the country letter-carriers amounts to 7,948,000 francs. If this produce be reduced to mere country taxes, the returns would be the following:

| | |
|---|---|
| Additional charges - - - - - - - - - | *fr.* 1,813,000 |
| Local charges - - - - - - - - - - | 735,000 |
| TOTAL - - | *fr.* 2,548,000 |

It cannot however be denied, that almost the whole of the letters of the first class could not have been circulated without the assistance of the rural service; and it is to the rural produce of the proportional taxation, independent of the additional charge, that the sum of 5,400,000 francs may be attributed.

Now, the expense of this service amounting only to 4,000,000 francs per annum, it is evident that the receipts of the rural service amply repay for the same service. Besides, the adjoined table, showing the total of the receipts and expenses of this service, since its origin down to 1842, proves the happy results of this beautiful institution.

5. Are the rural districts to defray their own expenses?

The expense of the rural service, even the repair of the letter-boxes, is defrayed by the Government.

6. What is the charge on every letter beyond the ordinary tariff?

See the answer to the fourth question.

7. Do the postmen deliver the letters to the place of their destination?

Yes.

8. Or is there a central house where they are deposited?

No.

9. Are they put in a box at every village?

There is a letter box in every village. It is in this box, generally fixed in the centre of the parish, that the inhabitants deposit their letters. This box is locked, and the rural postman is obliged to see it is locked, and to take out the letters every time he visits the parish.

In this box there is a stamp, of which the postman is to take an impression on a bill, which he is to return to the post-office at the end of his beat.

A copy of this bill, and the instructions for the postmen of the country, are here subjoined.

Paris, 11 July 1843.

2887. In point of fact, parties in the rural districts in France pay for the increased accommodation?—They pay an additional penny a letter, I believe; and I put the case thus: if they only paid a penny for their letters, the Government would lose a million and a half of francs, or about 60,000 *l.*

2888. If the same principle were applied in England, the English Post-office would lose a considerable sum of money by establishing these rural post-offices, and delivering the letters without an extra charge?—Yes, I think there will be a balance of loss; and in illustration of that, I state what would be the effect of a rural post delivery in France, if they only received a penny a letter.

2889. *Chairman.*] Do you see any prospect of any considerable improvement in the Post-office revenue?—No, I cannot anticipate any. I think the most populous part of the country is generally well served with letters; and it is only from the dense populations that I think any great increase could arise; and besides, I must also add, that I think that when the penny post was established there was a very efficient establishment; the officers were to a certain extent easy; now they are very much pressed; and if any great additional number of letters were to be added to it, the expenses of management, I think, would run very much after the number of letters. It is not only the expense of sorting, but it is in every department that the expense is increased; as for clerks, there are more required; there are more sortings, the more the convenience, consequently the more clerks. The number of letters really increase the work of every single department in the office.

2890. You have stated, that when your attention was first called to the management

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management of the Post-office you were struck with the restrictive system; did you intend to include in that the charge at that time made for the postage of letters?—Yes, I thought it much beyond all reason.

2891. Were you of opinion that the charge then made upon letters might have been reduced without any diminution of the Post-office revenue?—I certainly thought so, and was always an advocate for it; and I believe the Post-office itself thought so; and I have reason to believe that Sir Francis Freeling certainly recommended reductions of postage, even at that time when the Treasury did not entertain that opinion; I do not know whether they were official; but, however, my views are recorded. After we had sat in Mr. Hill's Committee for the greater part of two Sessions of Parliament, I put my views upon the subject into a certain number of resolutions; but I believe I was the only one of the Committee who supported my resolutions. I had quite forgotten them till the other day; but I believe they would have been the wiser course, if I may say so of a measure of my own, to have adopted; but that proposition was rejected; and Lord Seymour laid before the Committee another, which I did not approve; I thought it too complicated. Then the Committee came to the suggestion of a penny a letter, which was rejected by two to one; but subsequently the Committee recommended 2 *d.* as a remunerating payment.

2892. Mr. *Denison.*] Did your Lordship on that occasion vote for 2 *d.*?—I did.

2893. Is it your opinion now that 2 *d.* would have been a better rate than 1 *d.*?—Really as to that subject I must own I have never entertained or imagined a change of the present rates since I have been at the Post-office; I am merely there to execute the orders of the Treasury; and I would not throw the least distrust among any of the officers in their fancying they had any other way than going on as well as they could with the penny. I might have been charged with obstruction or impediment to Mr. Hill's plan, if I had commenced making estimates, either under the different heads to charge 1 *d.* a quarter of an ounce, or 2 *d.* half an ounce, or a general rate of postage according to distance.

2894. Was your Lordship's original opinion in favour of 2 *d.* or 1 *d.*?—If the Member for Greenock was here he would corroborate me in my evidence; I always told him that the penny would be an entire loss of revenue; that it may just pay its own way, but nothing more. I voted for the 2 *d.* in the Committee, and with a certain degree of inconsistency, when it went into The House, voted for the penny; it was the popular cry then, and I really voted against my own judgment almost, for the penny; but I wished for a change at that time.

2895. Mr. *Escott.*] Does not your Lordship think that the deliveries of letters may be so much increased as not only not to be an additional convenience, but to be a great inconvenience?—That depends upon the taste of the people; I believe the majority of the people have a taste for receiving letters; there are a certain number that have not that taste; that is a matter which depends entirely upon the taste of the individual.

2896. *Chairman.*] Has your Lordship considered the various suggestions which have been recently made by Mr. Hill, for convenience in increasing the number of deliveries in the metropolis, consolidating the corps of letter-carriers, and other suggestions which are made in his evidence?—Those papers are not new to me. I wrote an answer to them to Sir Robert Peel, in the last winter.

2897. Do you consider that the revenue of the Post-office is likely to be increased by the adoption of any or all of Mr. Hill's propositions?—That divides itself into the two questions of the gross or the net revenue of the Post-office. There are a certain number of them which would increase the letters probably; but I doubt whether the expenses attendant upon them would permit an addition to the net revenue.

2898. Mr. *Hawes.*] Your Lordship has spoken of a letter you have written to Sir Robert Peel; would there be any objection to that being laid before the Committee?—It was not exactly a letter, but a certain number of queries the committee of merchants in London addressed to Sir Robert Peel, wishing that a certain number of measures might be adopted.

2899. The letter which your Lordship refers to was an answer to the queries raised upon that memorial?—Queries were put opposite to each of those; the memorial was abridged; there were the heads of the subject, and short answers to all the proposals.

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2900. Would there be any objection to putting in the answers to those queries?—None at all; I will put them in if it is the wish of the Committee.

[*The same were delivered in, and read:*]

ABSTRACT of *Rowland Hill*'s Suggestions.

1. Hourly deliveries:
A matter of expense entirely. *See* Colonel Maberly's letter (with the Appendix), dated 27th December 1842, sent to Mr. Stephenson, Sir Robert Peel's secretary, 2d January 1843.
It is therein stated that the estimated expense of hourly deliveries, with consolidation of the letter-carriers, would amount to 26,597 *l.* per annum. As Mr. Hill complains of the expense incurred by the late improvements, as regards the additional delivery within six miles of London, the Report from Mr. Smith, chief of the twopenny post-office, dated 1st September 1842, and forwarded to the Treasury, should also be referred to.

District post; reduction of rates:
This was the arrangement originally settled when the general penny postage plan was established.

3. General-post delivery to be accelerated:
Fully answered in the remarks dated 27th December 1842; the cost would be 3,040 *l.*

4. Corps of letter-carriers to be united:
Answered in remarks dated 27th December 1842.
The uniting of the two corps, coupled with hourly deliveries, would cost 26,597 *l.*

5. District offices too small:
With the exception of the old Cavendish-street office, the district offices, both general and twopenny post, are sufficiently commodious for the business of the present day.
Larger offices could only be obtained at higher rents. The office in Cavendish-street is small, but it was the only one which could be got in that street at a reasonable rent.

6. Late letters; hours to be extended, with a penny fee:
*Vide* memorandum from the Inland-office, dated 23d February 1843, now at the Treasury.
It would be a cost of 600 *l.* per annum.

7. Provincial town deliveries to be accelerated:
This is presumed to be a mere matter of expense. It could only be done by the appointment of additional letter-carriers.
The surveyors alone could state what the expense would be in each case.

8. No general rule for closing boxes, or fees on late letters; country offices:
The common practice is about half an hour before the despatch of the mails, except when there is a great pressure, and more time required.

9. Provincial district posts to be more frequent, and rates to be reduced:
The same remark as No. 2, as to rates. The other a question of expense.

10. Rural posts; a post in every registrar's district, and a weekly post in every village:
A report upon this has been already sent to the Chancellor of the Exchequer.

11. London day mails to be extended to every principal town within eight hours of London. To start late, so as to be due in London at five o'clock:
The establishment of day mails from London to every provincial town within an eight hours' journey, if carried out, must be attended with expense; they are already established on those lines where the amount of correspondence will justify it, looking at the expense of the conveyance.
With respect to the hour for the arrival of the day mails into London being fixed at 5 p.m. I am of opinion it would answer no good purpose whatever, beyond giving some of the provincial towns three hours longer for posting forward letters, which would be more than counterbalanced by the loss they as well as the merchants would sustain by the non-delivery of letters in London during the hours of business, which it is believed has become a matter of great convenience to the merchants and others.

12. Consuls to report every change made by foreign powers; transit postage accounts to be opened with every foreign government:
There is no objection to the consuls giving the information. A great step has been taken towards the accomplishment of this latter object, by the stipulation for power to send closed mails through France, or in French packets, in the new Treaty.

13. Prepayment to be extended to the colonies:
The payment is at present optional. A compulsory prepayment would be a great public inconvenience.

14. Indian mails to be sent *viâ* Trieste:
This proposition has been frequently made, and the Austrian government are willing to afford every facility for its adoption. A survey has lately been made by Captain Bloomfield, of the Artillery, of the state of the roads from Ostend to Trieste and Venice. If the line of the mail is to be changed, Venice is the nearest and the preferable port for embarkation; but in the

the present incomplete state of the railroads in Belgium and Prussia, I am of opinion the mails are conveyed quicker through France.

15. More frequent mails by mid-day railway trains:
This is a matter of expense; all railroads charge a high price for mails.

16. A separate mode of conveying maps, prints, and articles liable to injury:
This would entail upon the Post-office much additional labour, without an adequate advantage. I am informed that parcels of such a description ought to be forwarded by carriers. The post, in my opinion, was never intended for them; and they are the occasion of letters being hidden and lost, by getting enclosed in others. It would also add much to the burthen of letter-carriers, and would render it necessary to employ carts or gigs where foot messengers are now employed in several districts.

17. Restrictions as to weight to be removed:
My opinion is against employing the Post-office as a parcel-office.

18. Railway stations to be post-offices, receiving letters to the last moment:
Upon the Birmingham and Grand Junction lines, where the letters could be sorted in the travelling office, this suggestion might be carried out, but on other lines, unless a sorting office is established at each station, it appears to me impracticable, as most of the stations are at a considerable distance from the post towns. I apprehend that very few letters would be posted at them, and consequently the too-late fees would bear no proportion to the expense which must necessarily be incurred by such an arrangement. I fear that as regards London and the large towns, such offices would frequently be quite overwhelmed with newspapers.

19. West India mails to be sorted on board into Falmouth and Southampton districts:
The West India mails are already sorted into Falmouth, and London divisions by the deputies in the West Indies. It has before been proposed that the heavy colonial mails should be sorted on board the packets; but I believe it would not be consistent with the interest of the public correspondence, that especially important despatches should be exposed to be handled for so long a time by the officer in charge, without even one other person as a check.

20. Cheap registration to be established:
This subject has been repeatedly reported on to the Treasury, and opposed, for two reasons—
Firstly. A cheap registration is incompatible with the despatch required in Post-office business.
Secondly. The plan proposed by Mr. Hill afforded no security to the public.

21. Rigid investigation into the characters of candidates for employment in post-offices:
To a rigid investigation into the characters of candidates for employment in post-offices of course there is no objection to offer; but as regards making heads of departments responsible for the conduct of their officers, it is out of the question; they can only be responsible for a due discharge of the duties of their respective departments.
There is as much care taken as is practicable; no one is admitted, except on the recommendation of some respectable person; and persons employed give security for their good conduct.

22. Money-order system to be simplified:
This is a barren suggestion; no better plan is proposed.

23. Conveyance by railway to be reduced in cost; useless lines to be discontinued; mode of arbitration to be improved:
There are two sides to a bargain; the Post-office makes as low terms as it can, and almost always by arbitration, in accordance with the course pointed out by Parliament.

24. Mail guards to be reduced:
There are 27 fewer than in 1840, and they will be reduced still more as mail-coaches are discontinued.

25. Packet service to be reconsidered:
The packets are under the Admiralty.

26. Salaries to be revised:
I doubt if any economy could fairly be practised in this department.

27. Fees regulated:
There are none, except those in the foreign branch of the Inland-office, and those received by letter-carriers and mail-guards. There have been several reports before the Treasury on the subject of the Foreign-office, but it has been found difficult to arrange the matter without interfering with the convenience of the merchants and great foreign houses.—*See* Treasury Letter, 26th January 1842.
The Post-office would be glad to abolish the fees received by letter-carriers, but to place them on a regular scale of salary would cost 4,000*l.* or 5,000*l.* a year. In the country there are private boxes and private pouches, but these fees must be continued whether they are received

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received by the postmaster or not. In some cases they are already paid in to the credit of the revenue. It has been strongly advocated to return to the system of fees on lines of road where they have been abolished.

28. Attendance in London to be extended to a full day's work:
I am of opinion that every person connected with this department already gives a fair portion of his time to the service, and the great majority have very arduous duties.

29. Female sorters to be employed:
It is apprehended that Mr. Hill could never contemplate the employment of females in the London sorting offices, or indeed in any other large office.
In some of the small provincial towns the wives and daughters of postmasters are employed, but if this were to be applied to London, or to the large offices, I do not think it would tend to the discipline of the office.

30. Stamps to be improved:
There seems to be no necessity for this.

31. Money payments to be abolished:
The public having enjoyed the option of money prepayment upon local and inland letters, and looking at the number of letters that continue to be prepaid in money, I fear great inconvenience would be the consequence of such an arrangement.

2901. Mr. *Baring*.] Certain resolutions were proposed by your Lordship in the former Committee as containing your Lordship's opinions upon the subject of postage?—Yes.

2902. You recommend a large reduction of the rates of postage, but you did not recommend an uniform system and a penny rate?—Just so.

2903. Those are the opinions your Lordship has continued to entertain?—I am rather disposed at present to an uniform rate.

2904. In other respects those opinions your Lordship has entertained up to the present time?—Yes.

2905. I understand your Lordship to say you always contemplated the penny rate as likely to be attended with a loss to the revenue?—Yes, certainly.

2906. And in the Committee you voted for a twopenny rate in preference to a penny rate?—Yes.

2907. Are the Committee to understand that your Lordship was favourable to Mr. Hill's opinions on other points?—I was for an important change, and after my own I thought Mr. Rowland Hill's principle was the next best.

2908. Mr. Rowland Hill's plan is entirely inconsistent with the scheme your Lordship originally proposed?—Yes.

2909. Your Lordship has stated that you have made a considerable advance in certain measures in the Post-office for the accommodation of the public in the foreign, colonial and home departments; you state that there have been several foreign treaties since your Lordship entered office?—There were some concluded with the States in South America, one with Venezuela, and another with Mexico; I do not remember any other at this moment.

2910. Those negotiations were commenced before you entered office, were they not?—Yes.

2911. What are the advantages gained in the treaties?—They are very limited. The object is the lowering the postage, and affording facilities for correspondence, and that they should have one rate of postage to extend to all the West Indies.

2912. With regard to the French Treaty, your Lordship, in the Papers which have been presented to the Committee, states generally your concurrence in the views entertained by the late Postmaster-general, in the Minute of the Treasury of April 1841?—Yes, I believe I did.

2913. Lord Lichfield, in his letter on the propositions of the Treasury, as your Lordship will recollect, was strongly of opinion that the terms offered by England were very favourable to France; that the reductions made in the postage of England did not receive equivalent advantages from France under that proposal?—Yes.

2914. The words are these, "In addition to these concessions, you are now about to reduce the uniform British rate of 10*d*. the half ounce to 6*d*., thus making a sacrifice in favour of France, when she returns but little for an equivalent;" your Lordship concurred in those views?—Yes.

2915. The proposal there was 6*d*. the half ounce, the present rate on French letters?—Yes.

2916. The terms under your Lordship's Treaty reduces that 6*d*., on the part of England, to 5*d*.?—Yes.

2917. Will

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2917. Will your Lordship point out the grounds on which the Post-office, being under the impression that the original proposition was offering France more than we got from France, reduced the terms still further?—She gained an equivalent on the transit; that, in fact, was the principal ground.

2918. Your Lordship considers that the transit was the ground?—That was one ground; there was an opinion in the French post-office against it.

2919. When your Lordship says that, do you mean to say that the original proposal, as made by the Treasury in their Minute, and contemplated by this country, did not include a large reduction of the transit rates of France; the proposals of 1840 proposed a reduction on the transit rates?—I do not think they extended to so large a reduction of the transit rate as the one which was recently made.

2920. In what point is the transit rate now engaged for by the Treaty, more favourable to England than that contemplated by the Minute of 1840?—I think that was two francs; and that the transit rate now is one franc per half ounce through France, except the India mail, which was four francs per ounce, and is reduced to two francs.

2921. Was that the main ground on which the penny was abandoned?—Yes.

2922. Your Lordship has stated, with regard to the colonial arrangements, the abolition of franking in Canada was one?—It was.

2923. What abolition of franking was that?—Any postmaster had the privilege of franking; I am afraid we shall have to pay a large compensation for it; the franking of newspapers and packets of all sorts was the privilege of all the postmasters.

2924. That is, for the better regulation of the office?—Yes.

2925. Your Lordship stated some arrangements with regard to the West Indies?—Yes, we sent a surveyor to the West Indies; the post-offices in the West Indies were in a very unsatisfactory state, they had not been surveyed for above 20 years. We selected a trustworthy surveyor's clerk, and made him a surveyor there, and sent him to put those post-offices into good order. We are also reducing the internal rate of Jamaica.

2926. Is your Lordship aware that it was the intention of the late Government to send out an officer with a view to arrange those post-offices?—I heard when I went to the Post-office, that it was their intention to send out a Post-office commission.

2927. It was intended to send out a Post-office surveyor, and to make him, with the governor of the island and the postmaster, commissioners for rectifying abuses?—I was aware there was a commission intended.

2928. Has your Lordship ever considered the subject of placing the whole of the West Indies under one head?—Yes, that has been suggested, but that would entirely devolve on the postmaster of Jamaica, but we thought it best to have an independent public officer.

2929. The question is not as to the immediate expediency of that being put into execution at present, but as a general system, whether it would not be better to have the whole of the islands under one office, than to have the different postmasters working in different ways?—There would be some advantage in this, but if he does not give satisfaction, removing a postmaster is a much more difficult thing than to remove a surveyor.

2930. Does your Lordship contemplate that a surveyor should be permanently resident in the West Indies?—Yes, just like what is termed one of our riding surveyors, at a moderate salary, with whom we can correspond.

2931. When was this officer sent out?—About a year and a half ago.

2932. With regard to the home improvements, your Lordship has put in a paper; will you have the goodness to state the dates of those different improvements you referred to, the deliveries and the rural distribution, and so on?—I will have a statement of the dates made out; they have been gradually going on.

2933. With regard to the rural posts, has your Lordship at all estimated the expense of the arrangements in consequence of Mr. Goulburn's Minute?—Yes, I think we made out the estimate for Mr. Goulburn; we have the expense of the establishment of each rural post.

2934. Is your Lordship at all aware of the expense which will be occasioned by that Minute of Mr. Goulburn's?—We estimated it, I think, at 7,000 *l.* or 8,000 *l.*

2935. How many post-offices do you expect to be established under it?—I think we calculate the same number as under the registrar's districts, with this advantage, that it would be more certain than the registrar's districts; many of them, as far as I know, are in unfrequented parts of the country; and we thought

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the first persons to be served were where there were a certain number of letters existing now.

2936. The impression at the Post-office, at the time when the Minute was passed, was, that it would produce about the same number of post-offices as under the original Minute, and with about the same expense as had been found to attend the other?—No, I think the late Government estimated it higher; the late Chancellor of the Exchequer estimated the expense of each office at 20 *l.*, and we took it higher.

2937. Your Lordship had reason, on inquiry, to believe it would be higher?—Yes; acting on the opinion of our surveyors, they thought it would be higher.

2938. Your Lordship thinks a great accommodation ought to be given to rural districts, whether they pay or do not pay?—Yes.

2939. Does your Lordship believe that, by the Minute as it is now passed, you will obtain any increase of letters?—Yes, to a certain amount.

2940. Does your Lordship believe that, where there are letters to the extent of 100 a week, there are not means of conveying those letters to the post?—Yes; but accommodation and convenience operates in all these measures; where a person has a certainty of despatch, as well as a certainty of receipt, it naturally tends to increase the number of letters.

2941. Has your Lordship looked into the question in how many of those cases, in which you are about to give a new conveyance at the expense of the public, there is already a conveyance which the parties, of course, pay for themselves?—Not always, for they are as various as the different places. Some the carrier brings; others are brought on a market-day by people coming from the market. There are a certain number of places where they allow the postmaster 1 *d.* for the delivery of letters in the villages. There are about 40 posts already granted; probably there will not be two under the same circumstances, as to their mode of delivery.

2942. Will you find two as to which there was not a regular means of conveyance before?—I have no doubt we could find some.

2943. Have you any notion how many?—No; I do not expect, nor did we ever anticipate, a great increase immediately; I should think if there were 100 letters by this irregular conveyance, there might now be 120 or 130; I cannot calculate on more than 10 or 20 or 30 per cent. more at first.

2944. Your Lordship does not look greatly to remuneration by the increase of letters?—No.

2945. Will your Lordship explain how it happened that, with those opinions, so great a delay took place in doing anything with regard to distribution?—The matter was under consideration. I have frequently talked with the Chancellor of the Exchequer upon the subject.

2946. The original Minute was stopped by the representation of your Lordship?—Yes, when I came into office. No person knows better than yourself that when it comes to a question of the spending of money, it is natural to consult the Treasury. I found that Minute at the Post-office when I went there, and I doubted upon two grounds; first, there was a want of information upon the subject of what the registrar's districts were; Mr. Arrowsmith was ordered to prepare a map showing the districts, which map is now at the Post-office: and, secondly, it was on the subject of a large expenditure of money, upon which I consulted the Chancellor of the Exchequer, and he ordered a map to be made, and said he would then consider how far he would carry it into effect. I must say, also, that I did not much like the plan of those registrar's districts; I thought a more convenient course could be marked out in those parts of the country I knew; I considered them as open to objection under such uncertain divisions; in some places they were for an union, in others an entire parish, and in others parts of a parish; they were very irregular, and they seemed almost fanciful in their divisions and subdivisions. I admit it is a difficult matter to decide on what principle to go. If you do not curtail your rural delivery, if you deliver, as in France, at every house, it becomes a serious question of finance.

2947. Your Lordship was of opinion that a further rural distribution was just and proper?—Yes, I have always been of that opinion.

2948. How did it happen that your Lordship, objecting to the plan which you found proposed, it does not appear that any proposal was made to the Post-office for a better mode of distribution?—The Papers were at the Treasury.

2949. There were no recommendations by the Post-office for a further rural distribution

distribution from the time your Lordship objected to that plan until of late?—No; it was with the Chancellor of the Exchequer.

2950. Among the post-offices in the rural districts from which there are applications, there is one headed "Gravesend," including Chalk, Shorne, Cobham, Luddesdown, and Meopham?—Yes; in the Treasury Minute as to those rural post-office districts, they were limited to an expenditure of 50 *l.*

2951. Is that now a post office?—No, I think not; there is a memorial now to the Post-office; I think the objection is that it would cost above 50 *l.*

2952. In those five places the number of letters in a week is stated to be 641, and the expense 63 *l.*, for the five places?—Yes; we have come to no decision upon the subject at present; there is a Paper at the Post-office on the subject now under consideration.

2953. Can your Lordship state whether there was not a Minute of Treasury passed, authorising the Post-office, upon the application of the parties, to give this small lot of places a gratuitous delivery some time ago, that is, without a guarantee, and whether your Lordship, on the part of the Post-office, objected to it?—I cannot bear that in mind, having two or three hundred cases which come before me every day.

2954. In the letter of Sir Robert Peel, which is laid upon the table of the House of Commons, pursuant to Mr. Hutt's motion, in writing to Mr. Rowland Hill, he says, "I cannot doubt that there are still improvements in those arrangements to be effected; but I must presume that they can be effected through the intervention of the regularly constituted and the responsible authority, namely, the Postmaster-general." I believe there is a misprint here, that the original letter is "still important improvements;" will you have the goodness to state what are the important improvements in those arrangements which you still think are necessary to be carried into effect?—There are various improvements; one of the most important is that which regards persons in trade in London. I do not believe that has anything to do with Mr. Hill's suggestions, though he has named it, for as long as I have known London every one has wished for an earlier delivery of letters in London; but I believe the traders in London are very anxious for an earlier delivery of the morning letters.

2955. What other important improvements are there?—I should think when time and money and circumstances allow, there are some few morning mails could be established; the ground is chiefly run over; but that is more a question of price than anything else.

2956. Wherever there is a railroad there is a morning mail, is there not?—No; in the midland counties there is not; one has lately been opened to Colchester. We are in the course of inquiring whether we can carry a morning mail on to Ipswich. I am not prepared with a list of the different measures; but I do not mean to say we have arrived at a point at which improvement may stop.

2957. Mr. *Denison.*] You suggest that there may be other improvements to be adopted, can you state any which can be adopted that would pay their expense?—No, I am not aware of any accommodation which can be given without an extra cost of money.

2958. Mr. *Escott.*] Have you heard of any improvements lately which, in your opinion, with your knowledge of the Post-office, would be likely to raise the revenue derived from it to 1,300,000 *l.* a year?—No; in my view 1,300,000 *l.* under the present system is perfectly hopeless.

2959. Mr. *Hawes.*] Would 1,300,000 *l.* a year have been raised at the twopenny rate?—I never went into a calculation of the twopenny rate.

2960. Your Lordship voted for the twopenny rate?—At that period I thought it would produce more than the penny rate; very little was said about accommodation at the passing of the measure, the great principle was the reduction of the rate, and its tendency to bring a fivefold number of letters very soon, and I believe there were even higher estimates formed of the eventual number.

2961. If the suggestions which Mr. Hill has lately made to this Committee were carried into effect, do you think it probable there would be a fivefold increase in the amount of letters?—I cannot anticipate a fivefold increase for a very long time, unless under different circumstances; a great portion of the mercantile part of the world are as much accommodated as they could be under any circumstances. I mean the greater part; not the whole.

2962. Your Lordship thinks at the same time, that as the population increases, and the wealth of the country grows, there will be an increase in the number of letters?—

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letters?—Yes. I do not think a cheap postage so much produces letters as the wealth of the country. I look upon that as the cause, and the number of letters as the effect.

2963. Mr. *Baring*.] Does your Lordship think a cheap postage does not increase the number of letters?—It does to a certain extent, no doubt.

2964. Does not your Lordship imagine that the habit of writing letters among the poorer classes has increased?—I apprehend throughout England there is a fair average of increase.

2965. Mr. *Hawes*.] Have I or not rightly understood your Lordship to say, that Mr. Hill expressed an expectation that a fivefold increase of letters would be very soon?—Yes, I always understood it so.

2966. From whence did your Lordship understand that to be the case?—From his pamphlet. I have certainly always understood that Mr. Hill was of that opinion; and I think in a lecture he gave once, after the Bill was passed, he stated that his plan would work with such rapidity, he expected that by another twelvemonth a fivefold number would be realized; and I see that a person sent from the Belgian Post-office, a very disinterested witness, to examine into this, uses the terms which I happened to be reading this morning. Being sent over to report on the Penny-post, and whether it would be wise to introduce it into Belgium, he says, "Devait produire une augmentation immediate de 5 fois le nombre des lettres."

2967. Is your Lordship to be understood to state that Mr. Hill, in any publication, or any oral evidence to which your Lordship can refer, or any other statement, or in any way whatever, ever said that a fivefold increase would be immediately consequent on the introduction of a penny postage?—I can only answer to that question that the penny now has been in operation four years, and it may be 14, or it may be 24, but as to the immediate specification of the year or the month, I will relieve Mr. Hill from that; I only speak to my general impression that it was to come very quick.

2968. When your Lordship says that the plan has been in operation for four or five years, are you to be understood to confine your observation to the introduction of the penny rate?—I have never understood Mr. Hill's plan on any other principle than the reduction of the rate; and I think it is to be inferred from his pamphlets that all the facilities were to come from the introduction of the penny rate, and the doing away with accounts, which would so facilitate the business of the General Post-office that the men would have nothing to do but to run round and leave their letters in boxes at doors as fast as their legs would carry them; that is my view of Mr. Hill's plan, that these great improvements were all to come afterwards as a consequence of the penny rate; there was one he always brought forward in his plan, of a third delivery to Hampstead, which has been adopted.

2969. Your Lordship considered Mr. Hill's plan to consist of the low uniform rate of a penny, rather than that being one of the main features of a comprehensive plan for postage and increased facilities of delivery?—Yes, I thought his plan was a cheap postage; the facilities he mentioned would equally apply to a fourpenny or sixpenny rate as to a penny rate. I understood Mr. Hill's idea was, that with the introduction of the penny rate and prepayments, there would be such facilities in delivery, combined with the cheapness in the cost of the letters, that there would be a great saving of time and trouble; in which, I think, he is in error; letters will cost considerable trouble—misdirected, overweight, and so on; and there are a great many things to compel the postman to stop at the door for payment.

2970. I presume your Lordship has well acquainted yourself with Mr. Hill's plan, as originally proposed?—I have read his pamphlet several times.

2971. Is that plan carried into effect or not; will you state to the Committee what parts are adopted, and what parts, according to your recollection, are unadopted?—Mr. Hill's original plan was, that all letters were to be prepaid. I will not say that is impracticable; it might be enforced, but there would be a great outcry, and great discontent; I should be sorry to carry it into execution; I should do it if I were ordered by the superior office—the Treasury.

2972. I presume, when your Lordship voted for a greatly reduced rate of postage, you either had or had not some general idea as to its operation on the revenue?—Yes; I certainly said I thought the inland postage should be reduced; if the Honourable Member for Greenock was here, I would call upon him to be a witness that the doctrine I maintained was, that it should be adopted if it would only pay itself; one is rash sometimes in opposition, but where the responsibility

was

was upon me to a certain degree, in the Committee I voted for 2 *d.* in preference to a penny.

2973. What is your Lordship's opinion as to the operation of the penny rate on the inland revenue?—I think there is a slight balance in its favour.

2974. To what amount?—I think, referring to paper No. 201, something more than a hundred thousand pounds.

2975. Your Lordship acquiesces in that Return No. 201?—I think it is pretty right; there is some doubt as to dead letters and so on, but I believe it is generally correct.

2976. Your Lordship furnished the substance of that account to the Treasury?—Yes.

2977. Mainly in the order in which it stands?—Yes.

2978. Your Lordship was of opinion that the foreign and colonial postage was that which gave the greatest amount to the net revenue?—Yes, according to the present system. Formerly the Post-office paid its own packets, up to 1822 or 1823, then a certain branch was taken off, then the packets to Hamburgh and so on were paid up to 1837; since that, there has been no charge on the Post-office except to the British islands, the Isle of Wight and some of the Western Islands of Scotland, which are called not packets but rides.

2979. Is the number of letters given in that Return correct?—I should think the number of foreign letters is as correct as it could be made; they were very accurately kept for two months.

2980. They were actually counted?—Yes, and the charges made upon them at Liverpool, Falmouth, London, and all the greatest offices.

2981. Is the number of inland letters correct?—The number of inland letters was subject to more doubt as they came from so great a variety of hands, and there was also in favour of the inland letters a week in December taken as the average of the whole year.

2982. Is your Lordship disposed to rely upon that Return as a correct proximate estimate of the annual number of inland letters?—I should be inclined to think that they are rather overcharged.

2983. Is your Lordship acquainted with a Return of the number of letters made to the House of Lords?—Yes.

2984. Are you able to state how far that agrees with the estimated number of letters in the Return No. 201?—The totals are not given there except as regards the number in the month: it appears that December is much higher than May or June.

2985. Can your Lordship state to the Committee the total number of letters as computed from that?—I think it is about 205,000,000, I think it makes a few millions less taking it on the average of the year than taking it on December.

2986. With regard to the paper (No. 201), was it framed to show what your Lordship conceived to be the net revenue of the Post-office from the inland letters and the foreign and colonial letters, including the cost of the packet service, or was it framed with a view to form a comparison with the net revenue of the Post-office in past times?—The view I take of it is, that it is taking the revenue of the Post-office as a whole.

2987. At the present moment?—Yes.

2988. Had you any object in showing the net revenue of the Post-office, in connexion with the revenue of the Post-office at any past period, previous to the introduction of penny postage?—I got it for information; I wanted to know the real state of the Post-office. First, I wanted to ascertain the difference; for I recollect, when I was in the House of Commons, wanting to know the amount of the two items, foreign and inland postage, and I was told the Foreign Office and the Inland had been united, and it would be very difficult, in the united state of the office, to divide the account; and my first object in preparing the Return, when I first went to the Post-office, was to know what the foreign postage produced.

2989. What I wish to ascertain from your Lordship is, whether that Return was intended as a comparative Return or an absolute Return of the net revenue of the Post-office at the present moment?—It was intended for a Return as nearly as the circumstances of the office would allow us to get it; I thought it a correct Return, and it is a Return in which I still have confidence.

2990. It was not intended as a comparative Return of the net revenue of the Post-office at the introduction of penny postage?—Any one had the means of comparing it with the bygone years.

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2991. Did your Lordship think it just to compare the net revenue of the Post-office in No. 201 with the net revenue of the Post-office previous to the introduction of penny postage?—Perfectly.

2992. In the Return No. 201 the packet service is charged?—Yes.

2993. Was it ever charged before?—Yes; up to the year 1822, and partially up to 1837.

2994. What is the amount of the Post-office packet service?—£. 612,000.

2995. Was a sum like that ever deducted from the revenue of the Post-office before?—No; the Post-office packet service used to be 120,000 *l.* or 130,000 *l.*

2996. Is your Lordship aware whether that was ever deducted from the gross revenue of the Post-office before?—Yes, I think it was always deducted to that amount, of 120,000 *l.* or 130,000 *l.*

2997. Is your Lordship to be understood distinctly to state, that since the year 1825 that charge for the packet service to which your Lordship referred has been regularly deducted from the gross revenue?—No, never; the home stations, and the Dover, I refer to.

2998. Your Lordship is aware that the cost of the packet service has greatly increased?—Yes.

2999. Has that increase been entirely for Post-office purposes?—I think that the Post-office were never consulted on that to the West Indies.

3000. Does your Lordship know the amount received for letters going to the West Indies?—I think it is somewhere between 40,000 *l.* and 50,000 *l.*

3001. What is the amount of the contract for the conveyance of those letters to the West Indies?—£. 240,000.

3002. Then, there is an outlay of 240,000 *l.* for a revenue of 40,000 *l.*?—Yes.

3003. Is that to be considered strictly a Post-office arrangement, or an arrangement involving political considerations?—The Post-office were never consulted upon it, so that we cannot tell whether it is political or anything else.

3004. Did your Lordship think it fair, seeing the great increase of the expense of the packet service, and that it has reference to political and not Post-office arrangements, to deduct the total amount of the packet service from the gross revenue of the Post-office, in order to make a comparison with the revenue at a former period?—I do not say it rests upon that case; I think there should be a certain amount deducted from the West Indies. The Hamburgh packet pays itself; Cunard's do not quite pay; but all the others. I believe France pays every shilling out of her gross revenue for her steam-packets.

3005. After the present course of examination, is your Lordship of opinion that it is fair to compare the net revenue of the Post-office, as given in Return No. 201, with the net revenue of the Post-office at any time prior to the penny postage?—I think so, with the exception of part of the West Indian expense.

3006. What does your Lordship consider the amount of the exception?—I am not sure. I must look into what the actual cost of those packets was at Falmouth; but I think it was about 100,000 *l.*

3007. Will your Lordship have the goodness to look into it, and furnish the Committee with it, at your leisure?—Certainly, if it is wished; but it will appear from the accounts.

3008. Can your Lordship name any year, between the year 1823 and the year 1842, when the Post-office was charged with the packet service?—Not with the whole service, but partially.

3009. Your Lordship spoke of Mr. Rowland Hill giving a lecture; have you any foundation for that statement?—Yes, it was printed.

3010. What your Lordship termed a lecture consisted of a paper read before the Statistical Society; did it not?—It was a paper read before the Statistical Society.

3011. Mr. *Denison.*] With regard to Paper No. 201, was it voluntarily prepared by you and sent to the Treasury, or did you prepare it in consequence of some request from the Treasury?—It was my own act, principally to distinguish the amount of the foreign postage. It was prepared at the Post-office; it was the employment of some of the clerks.

3012. Is the Return No. 201, as printed, in exactly the same shape as it was when it went originally from you?—No.

3013. Why did any alteration take place?—There was a form sent to me from the Treasury.

3014. This

3014. This Return, No. 201, is in conformity to the form sent to you from the Treasury?—Yes, a form to be filled up.

3015. In point of fact, the separation of the different services which appear in 201 was not your own voluntary act, but in conformity with the orders from the Treasury?—Yes.

3016. Something was said with respect to the simplification of the accounts in the Post-office; have any accounts of any description in the Post-office been closed, in consequence of the introduction of the penny postage?—No, the accounts are exactly the same as they were previously; there is no new account, and no one closed.

3017. Have you formed any opinion whether a hundred or a thousand letters put into the Post-office would give more or less trouble to your officers than they did previously?—That is much more matter of detail for the superintendent of the Inland office; but as far as I understand it, there is very little difference. In former times I have been at the Post-office, and the rapidity with which they made the charges was very surprising. Then there is the defacing of the stamps to set off against the former labour.

3018. Mr. *Gibson*.] There have been many complaints as to the Post-office arrangements, in the north of England, and in reference also to the subject of a day mail to Newcastle; the Treasury were of opinion that it would be desirable that Mr. Rowland Hill should proceed into the north, for the purpose of making inquiries as to the day mail to Newcastle, and other Post-office arrangements in those districts. After there seemed to have been an understanding between Mr. Hill and the Treasury, that he should depart, and when the people at Newcastle were expecting him down there, it was understood that the Post-office made some objection to such arrangement; will your Lordship have the goodness to state what objection there was to Mr. Hill making those inquiries?—The Treasury never expressed in any Order that Mr. Hill should go; if they had I should have obeyed it, just in the same way as by Treasury Minute. He has had access to the office, and it was mentioned to me, I believe, by the Chairman, that Mr. Hill wished to go. I do not think that he said that the Treasury wished him to go. I feel I am liable to correction. I answered that by interrogatory: "What occasion is there for his going?" I looked upon Mr. Hill as the adviser of the Treasury on different matters, and not to act in the character of a surveyor. Mr. Stow and Mr. Tilley had been in communication with the directors of the different railways, and on my own judgment and responsibility I thought them fully as competent, or more competent, to deal with the directors than Mr. Hill. The question of the Newcastle day mail, as will be seen by these papers, originated with the Post-office formerly, with Lord Lichfield, and we were very anxious to carry it into effect. The papers will show what it would have cost the Treasury if they were disposed to sanction the appropriation of that sum of money for it.

3019. Was it your Lordship's opinion that Mr. Hill's making inquiries would have embarrassed the Post-office?—I did not know anything to be gained; there was no letter from the Treasury stating what was the immediate object he had in view, nor what he had to do; but, as far as I can recollect, he was to negotiate with the directors. I did not think that that would be of any service whatever.

3020. Is the question then at issue as to the day mail to Newcastle, decided up to this time?—I believe it was decided against; but things never are stationary; the great difficulty was in getting the mail from hence to Leicester, in consequence of the difference of a quarter of an hour upon the trains. Now the Birmingham train is going to postpone its starting a quarter of an hour, and if the Midland mail starts a little later, it may be done.

3021. Mr. *Denison*.] Is there any chance of a day mail getting further than Leicester?—There is no day mail to Leicester now.

3022. Supposing you should get to Leicester?—I have a notion that as soon as the directors have accommodated their time to that of the Post-office, the Treasury will be willing to give a certain sum.

3023. To go how far?—To go to Newcastle.

3024. Mr. *Trotter*.] With respect to the Newcastle mail; after the communication you had from the Treasury, you judged it better for the service to employ the servants of the Post-office in making the necessary inquiries?—Yes.

3025. Those inquiries being made by persons in whom you confided, judging from their Report, was it not found prudent to decline that mail at that period?—The inquiries had been made previously to that time; shortly after, Mr. Hodgson

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Hinde, who I thought might have a good deal of influence with the directors, volunteered to negotiate with them, and he travelled all down the line, to see the persons engaged in the railways, but they could not accommodate their time to ours.

3026. Mr. *Gibson.*] Was it suggested that Mr. Hill might make his inquiries, provided he made those inquiries through the Post-office?—No, I think not; he had liberty to make the inquiries at the Post-office; if he was at the Treasury at the time, any inquiries which were sanctioned he might have made.

3027. The Treasury, without ordering Mr. Hill to go, were still favourable to his making the inquiries; and those inquiries would have been made, but for the interference of the Post-office?—I do not know that they were favourable; it is very possible.

3028. Mr. *Hawes.*] Was the plan for the Newcastle day-mail, which your Lordship has referred to, a plan submitted by Mr. Hill, and on which the Report of the Post-office was required?—I understand the first plan was this in No. 3, and that it originated with the Post-office; I refer to Lord Lichfield's letter of the 23d of July 1840.

3029. Was that the plan which the Post-office authorities reported on?—There have been different Reports: the last Minute, I think, was on Mr. Hodgson Hinde's Report; there have been a variety of Reports.

3030. Your Lordship has spoken of a plan, as shown in paper No. 3, before the Committee; was that Mr. Hill's plan?—Here is Lord Lichfield's letter, proposing that plan to the Treasury.

3031. Then there comes a Treasury Minute, proposing another plan?—Yes; then, I think, there is Mr. Stow's estimate on that plan.

3032. Upon the plan contained in the Treasury Minute?—Yes.

3033. The plan in the Treasury Minute of the 1st of October 1841 was adopted by the Post-office, was it not?—I think it was.

3034. In substitution of the previous plan of Lord Lichfield's?—Yes; there was only the question of the difference of the hour of arrival.

3035. Will your Lordship just again return to Paper No. 201; I understand your Lordship to have said, that one large source of revenue is from the foreign and colonial postage; that that is the principal source of net revenue at present?—Yes.

3036. If you look at the account in No. 201, of which I understand your Lordship to have furnished the substance to the Treasury, it states a deficiency of 113,000*l.* on foreign and colonial postage?—Yes.

3037. Will your Lordship reconcile that with the opinion you have just expressed to the Committee?—It is paid into us, and is not paid out; it ought to be paid out.

3038. Does that account give a correct description of the transactions of the Post-office?—We are not called upon to pay, I think, for the packets. I think that gives so far a just description of the state of the Post-office.

3039. The Post-office really pays nothing for the packet service?—No.

3040. But the Post-office is charged with this amount, 612,000*l.* for the packets; is that a just representation of the Post-office transactions?—It is a correct return to the Order of The House.

3041. Your Lordship furnished the substance of this Return to the Treasury before any Order of The House?—Yes.

3042. The question refers to the statement made by your Lordship?—I think it is a fair Return; that it is a part of the outlay to be charged against the Post-office; that the charge of the packets comes against the Post-office.

3043. The inquiry is not as to what is a fair view of the Post-office revenue, but whether this is a correct account from the Post-office, showing a sum of 612,000*l.* as paid by the Post-office, while the Post-office does not pay any such amount?—It includes the maintenance of the packets and our officers upon the foreign stations.

3044. Mr. *Denison.*] From what books or what accounts did you get those figures, 681,404 *l.*, being the expense of management, including packets and payment for Indian communication?—They were Returns from the Admiralty.

3045. Did you extract those from the books or papers in the Post-office?—No.

3046. You had no means of making that Return without resorting to other offices?—No.

3047. Mr. *Hawes*.] Simply because the Post-office does not pay that money?—It does not.

3048. Mr. *Denison*.] It is not an account of payments by the Postmaster under those heads?—No.

3049. Mr. *Trotter*.] But it is an account of the payments by the Admiralty, supplied by the Admiralty on account of the Post-office?—Yes.

3050. Mr. *Baring*.] Is your Lordship of opinion that the expenses of the packets are fairly chargeable to the Post-office, with the exception of the West India packets?—They all used to be, with the exception of two, which are of recent creation; Cunard's and the East India packets. The Hamburgh, the Channel Islands, and the Irish packets were always charged to the Post-office.

3051. Your Lordship was understood to state that, with the exception of the West India packets, you thought the others were fairly charged on the Post-office?—Yes, so I conceive; they do the packet service.

3052. Is your Lordship so far aware what the opinions of Government were when the arrangement with the East India Company was effected, as to believe that political grounds had not great weight in those arrangements?—I am not at all aware what the political grounds were at that time.

3053. Does your Lordship believe that any Government would ever have established the East India communication overland for Post-office purposes?—I think it is very fairly made for Post-office purposes; I get applications to make it once a fortnight, instead of once a month.

3054. It has turned out well; but do you think any Government would have done it at first for Post-office purposes?—I never knew it to be for any other; I always calculated upon it for Post-office purposes.

3055. Does not your Lordship conceive there are very important political objects to be attained by a quick communication with that portion of our empire?—Certainly.

3056. Does not your Lordship think that the Government, in making a great arrangement of that kind, had those objects in view?—I have no doubt they were combined.

3057. Is not your Lordship aware that there was a considerable expense incurred before in the communication with India?—I think not very great; it was principally by ship; now they have the overland despatch.

3058. Is your Lordship aware that there was frequently a special messenger sent across France with the despatches to India?—Yes, I know there was a messenger despatched occasionally.

3059. Does not your Lordship think that, when you come to set off expense against expense, those ought to be fairly taken into consideration, as savings on the other side?—I have never turned my attention to balancing the account.

3060. Is your Lordship aware of the mode in which Government despatches, and all communications from the time of the disturbances in Canada, were carried?—I believe they went through Boston or New York; and I think it very probable that the Post-office will adopt that course again. There is a plan under consideration at present.

3061. Does your Lordship think it advisable that the confidential communications of one Government should go through the territory of another?—We have adopted the principle in other countries of sending them by closed mails, and by our own messengers; to be sure, the Americans are slow in deciding; they have not answered our communications as to the closed mails. I can see no danger in sending the closed mails through with messengers of our own.

3062. Your Lordship does not conceive it advisable to send those despatches through, except in closed mails, with messengers of our own?—No.

3063. Your Lordship would concur in the opinion, that it is most advisable to obtain a line of communication through our own territory?—Yes.

3064. Were you quite certain that you were correct when you stated that there was no political object in view when the Canada packets were started?—I was not aware that I stated that; I mentioned that I supposed Cunard's packets to be for the general trade of the country; and notwithstanding a little balance against us, it is a very proper establishment with reference to the communications of this country, and its general arrangements.

3065. Mr. *Hawes*.] Are the Committee to infer from your Lordship's statement, that the West India packet line is the only one which does not pay?—No, Cunard's do not pay.

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3066. Does the East India mail, taking into consideration all the payments made, yield a clear net revenue?—The India mail *viâ* Falmouth, I think pretty nearly pays.

3067. Viscount *Ebrington*.] Your Lordship thought it your duty to apply to other departments besides that over which your Lordship had immediate control, in order to ascertain the expenses incurred by them for the conveyance of letters and despatches?—Yes.

3068. Did it ever occur to your Lordship to inquire of the Foreign-office what expenses they had been put to in order to obtain the means of making a fair calculation of the expenses of the packets in late and in previous years?—No, I never inquired at the Foreign-office.

3069. Does not your Lordship think it would have been necessary to do so, in order to give a perfectly fair comparison?—The Foreign-office is not an office of account.

3070. Is your Lordship aware what is the usual course pursued in the establishment of subsidiary mails by private coach or other licensed conveyance, to carry mail-bags?—There are a certain number of coaches that run particular lines, which offer to carry bags. We pay a certain amount, and they get a relief, which is their best payment, from the payment of tolls. There were formerly very few coaches so employed, but now there are a great number all over the country.

3071. Is there any public notice given at the Post-office to those who may be willing to carry letters?—Unquestionably. The Post-office calculate the expense between sending them in that way or by riding-posts.

3072. Is the arrangement made in consequence of an application by the coach proprietor to the Post-office, or by the Post-office to the coach proprietor?—It has been done both ways; it is generally by sealed tenders. The largest number of the offers has come from the proprietors of the coaches.

3073. Can the correspondence regarding the establishment of any one subsidiary mail be produced as a specimen of the mode in which it is done?—Yes, if any one is pointed out.

3074. Take the case of the Emerald coach from Tiverton to Barnstaple: there is no regular rate of mileage for subsidiary mails, but a separate bargain is made in each case?—Yes.

3075. Where the turnpikes are very heavy, do you use the exemption from them as an argument for getting the work done more cheaply?—Yes, I am afraid so.

3076. Have any instances occurred of the offers of coaches to carry mails gratuitously?—I think there is one in Devonshire.

3077. In consideration of the privilege of passing the tolls free?—Yes.

3078. Does your Lordship remember whether it was stipulated that a guard should accompany the letters?—No, certainly not.

3079. Since when has the practice of entrusting the letters to the coachman instead of a separate guard been adopted?—It is only where there are one or two bags; where there is a multiplicity, sometimes there is a great difficulty in keeping the accounts correct; the principal use of the guard is in the distribution of the bags, in being punctual in taking and receiving; those coaches without guards carry perhaps only one or two bags.

3080. You are aware that there is an Act which forbids the guard to have any one travelling in any unlicensed carriage with him, and enjoins him never to allow any one to sit in the same seat with him?—Yes.

3081. Do you consider those precautions of the Act necessary or superfluous?—In important mails I think they are very necessary; and my predecessor I know discharged one or two guards for taking people upon the seat with them.

3082. Do you think a two-horse mail or a cart drawn by one horse the safer conveyance for the letters?—I should prefer a two-horse coach myself.

3083. In what way does your Lordship mean safer; as against robbers, or a safer mode of travelling?—A safer mode of travelling.

3084. Is the system of subsidiary mails more economical than the use of mail-carts and riding-posts would be?—That depends on circumstances very frequently; for rides we pay 6*d*. or 7*d*. a mile; coaches are frequently cheaper. I recollect at Brighton we could not get a two-horse mail under 1*s*. a mile.

3085. You have never accepted any of those tenders of gratuitous service, have you?—I think we have. There is a coach in Devonshire now, from Bodmin to Plymouth, which carries the bags gratis.

3086. Do you ever take into consideration the hardship inflicted on the trustees and

and creditors of turnpike trusts by the present system?—Yes, I am almost afraid sometimes of pushing it too far.

3087. Do you ever communicate with the trusts before you establish subsidiary mails?—No; we have afterwards done it.

3088. Mr. *Denison.*] Do you know whether the Post-office pays a large mail-coach mileage for carrying the bags from Stamford to Leeds, in addition to the exemption from toll?—Yes, we pay rather high.

3089. Would not the exemption be a sufficient temptation to the proprietor of that coach to carry the guard and the bags without payment?—No, I believe they are going to strike work; I had a memorial the other day on the subject; I was told we should obtain a mail from London to Doncaster at the same price, but he asked an increased price from Stamford, and threatened to decline it. The fact is, wherever people can go by railroad, they do it; they go down by railroad and cross to Doncaster and Grantham, and so on, and there are very few coaches which pay for going.

3090. Viscount *Ebrington.*] The railroads almost always charge the Post-office heavily for the conveyance of the mails; do they not?—It depends upon the time; if we go at their fixed times, they are moderate; on many of the railroads they try to make difficulties, and say the time we want does not suit them.

3091. They always drive a bargain?—They are always trying to drive a bargain with us.

3092. Mr. *Gibson.*] Your Lordship's remarks would not apply to the case of the Manchester and Birmingham Railroad; they offered to take the mails free of charge?—They offered to take one mail; but when we proposed to them to take two or three other bags on their road, they asked a high price; they offered to take the Stockport bag, and we assumed they were to take the Macclesfield and Congleton bags also; and they said, Oh no, we must pay them for that.

3093. Viscount *Ebrington.*] Are you aware of any case in which the coach-masters have offered to reverse the course of the railways, and to pay for the privilege of carrying the mails?—No.

3094. Have you ever happened to see two petitions presented from the South Moulton and Barnstaple Turnpike Trust?—No.

3095. Will your Lordship have the goodness to read that petition (*it being handed to his Lordship*), and state whether any means of remedying those grievances occur to your Lordship?—The Parliament of which you form a part can afford the only remedy; it would add 50,000 *l.* a year to the Post-office expenses. I think we pay 20,000 *l.* a year in Scotland; and what we should have to pay in England would be more than double that amount.

3096. Do you think that in many instances the loss inflicted on the trust exceeds the saving to the Post-office, and the consequent gain to the public?—I really cannot say.

3097. Would your Lordship approve of the introduction of the Scotch system, that only one-horse carts should be exempted from tolls?—There was a curricle in Scotland a long time which never paid toll; but the Lord Advocate is of opinion it is subject to toll.

3098. Would some such arrangement as that meet your approbation, to deduct from the total toll chargeable on any coach or other carriage conveying letters, the toll payable upon a two-wheeled cart with one horse, in consideration of its carrying the mails, or if not, such additional number of horses as it might be fairly considered would be necessary for the conveyance of the mails?—That has never been entered into. I have felt a considerable degree of embarrassment in many cases, and have refused some coaches, on the score of saving tolls; it is generally connected with the question as to some particular town, or some number of letters to be carried; and unless they carry a large correspondence, I am not inclined to sanction it.

3099. You are aware that, besides the wear and tear of roads, the privilege of exemption from toll has the effect sometimes of enabling one coach so far to outstrip all its rivals as to run them off the road and gain a double advantage from the saving of the tolls?—No, I do not see that; as long as there are passengers, I suppose, a coach will remain upon the road.

3100. Mr. *Gibson.*] Your Lordship has stated that the railroads have frequently been rather exorbitant in their charges for the conveyance of mails. I remarked, that that could not apply to the case of the Manchester and Birmingham Railroad, for that they had offered to carry the mails and give increased accommodation

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without putting the Post-office to any additional expense for that increased accommodation. Your Lordship said that was true; but that, on its being proposed that they should carry the Macclesfield and Congleton bags, they required payment?—Yes.

3101. The expense to the Post-office, even if they had paid the Manchester and Birmingham for the conveyance of those bags, would not have been more than they are now paying for the carriage of the bags, and the public would have had the advantage of a later departure?—I think they asked a higher price.

3102. The arrangement proposed was, that they should be paid what the Post-office had agreed to pay the Grand Junction Railroad?—Yes, but that carries them only as far as Crewe.

3103. Is not the Post-office put to an additional expense, beyond what they pay the Grand Junction, for carrying the mails to Congleton and Macclesfield?—Yes, for cross-posts.

3104. Does it not appear, therefore, that it would have been better to have paid the Birmingham and Manchester Railroad Company the amount paid for carrying the mails to Macclesfield and Congleton, and that if you had done so, the Post-office would not have been in a worse situation?—Certainly, in that way of putting the case; but my impression is, that they asked a much higher price. I cannot furnish that from recollection; but my impression is, that there was a very high price asked for it.

3105. Your Lordship's impression is, that the Manchester and Birmingham Railroad required a larger payment than is now made, including the addition to the regular payment to the Grand Junction?—I think bags are taken as far as Crewe; and then there is a ride from thence to Macclesfield and Congleton: we could have no objection, as it goes through Macclesfield, to deduct a portion of that ride to accommodate Macclesfield.

3106. Mr. *Hawes*.] Your Lordship stated that you were of opinion the India mail furnished a clear net revenue?—That it goes a good way towards it; I do not know that it furnishes a clear net revenue.

3107. Will your Lordship turn to an Account which you furnished to Parliament, No. 284; will you turn to page 2 of that Account, and give the Committee the stated amount of postage on letters under the head of Alexandria and Beyrout, and India, by Falmouth?—£. 19,400.

3108. Your Lordship finds that there is about 20,000 *l.* received, as the amount of postage on letters by those mails?—Yes.

3109. Will your Lordship inform the Committee what is the amount paid to the Oriental Company?—I should think it is about 27,000*l.*

3110. Is this a statement of the facts of the case, that whereas you receive a gross amount of postage of about 20,000 *l.* on the letters by the mails to which I have referred, Alexandria, and Beyrout, and India, you pay 27,000 *l.* to the Oriental Company for carrying them?—There is another calculation to be made; it carries the Marseilles letters and the mails on from Malta; and letters to Malta, the Ionian Islands, Gibraltar.

3111. Mr. *Baring*.] The India *viâ* Marseilles, is 33,119 *l.*?—Yes; according to the calculation made in November or December, it is rather more.

3112. There is 623*l.* to Alexandria and Beyrout, and 19,420*l.* to India, making 53,000*l.* or 54,000*l.*, is it not?—This is the 5th of January 1842; I have one for the 5th of January 1843, which makes it a good deal more; that is, India *viâ* Falmouth, 26,611 *l.*; India and Malta *viâ* Marseilles, 37,666 *l.* The India mail *viâ* Malta has increased in a wonderful degree.

3113. That makes between 63,000*l.* and 64,000*l.*?—Yes.

3114. What is the payment now for the Oriental line?—About 31,000*l.*

3115. What do you pay the East India Company?—We do not pay them anything; the Treasury pay 50,000*l.*

3116. On that calculation, the revenue being 63,000 *l.*, and the expense being eighty thousand odd hundred pounds, how can the postage pretty nearly pay?—I made my answer as applicable to the Oriental.

3117. Mr. *Hawes*.] Where is the gross amount of postage on the Oriental to be found?—There is a Return of 1842 before the Committee.

3118. Mr. *Baring*.] Your Lordship was understood to say that the Oriental mail paid?—No; I applied nearly the same term as I did to Cunard's; that it went a good way to pay.

3119. In the 81,000*l.* your Lordship has already stated, a part of the expenses

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is not included, the charge of the mail from Marseilles to Malta; can your Lordship state the amount?—That is not charged as a mail; it is a ship of war.

3120. It is a part of the expense, is it not?—It has never been estimated; it may be.

3121. In reference to your Lordship's Account, in No. 201, do you mean to state that, where Government employs its own steamers, it has not made any charge?—I believe not; I have always understood not.

3122. How much out of that is paid to the French Government for the transit postage, and for the expense of the communication across France?—There has been about 11,000*l.* a year paid to France; prospectively that will be but half.

3123. Can your Lordship state what is the expense of the communication across France?—We pay nothing but our own messengers; there is only the wages of our own messengers; the messengers have been both clerks in the office.

3124. That makes it 90,000*l.*, independently of any charge for the conveyance between Marseilles and Malta?—Yes; I know nothing of that charge.

3125. It is your Lordship's impression that that is not charged in the Account, No. 201?—Yes.

3126. This is of course the charge to the English Government?—The charge to the East India Company is that; they carry the mails gratis over Eygpt.

3127. There is no further postage between the Isthmus of Suez and Bombay?—No.

3128. But there is a vessel to carry the mails?—Yes, towards which we pay 50,000*l.*

3129. The excess of the charge over 50,000*l.* rests with the East India Company?—Yes.

3130. There was a Return, No. 399, moved for by Dr. Bowring, of "The amount of Postage received by Her Majesty's Government for Letters to and from India, for the Year 1842, distinguishing the Amount from Outward and Homeward Correspondence." The answer is, "The Post-office possesses no means of furnishing this information, no separate account being kept of the postage upon such letters"?—We can form a rough estimate, certainly, if it is desired.

3131. In the Parliamentary Paper on the registration of letters, your Lordship states in page 7, "Much of Mr. Hill's Report is but a reproduction of his arguments on a former occasion, when they were submitted to the late Chancellor of the Exchequer, and by him rejected as objectionable; and though the papers were not made official at the time, I think it better to forward copies of them for your information, as there can be at present no objection to their production;" that passage in your Lordship's letter does not quite concur with my recollection, which is, that I postponed the consideration whether the plan or not should be ultimately adopted; your Lordship's words may be construed to lead to the supposition, that having considered it, I thought it a bad scheme?—That letter was written from the information brought before me. I am sorry if I misinterpreted the meaning of the late Chancellor of the Exchequer; but from the best information I got at the office at the time, that appeared to be the impression there. If it is made to appear that I have drawn an erroneous conclusion, I shall be very ready to correct it.

3132. Mr. *Gibson.*] Have the Post-office considered the expediency of establishing a more direct communication between some of the principal manufacturing towns in Yorkshire and Lancashire than exists at present between, for instance, Leeds and Hull?—No; there was a direct communication between Manchester and Hull; there has lately been received an offer of the Manchester and Leeds Railroad Company, which I think we shall accept; we have come pretty nearly to an agreement as to price.

3133. Is your Lordship aware how a letter is sent from Manchester to Leeds, a distance of 40 miles?—It goes down the Grand Junction, and up again from Derby.

3134. Going to a distance of only 40 miles, it is necessary to send it something less than 200 miles?—Yes. By the railroads it travels very quick; but we carry it that distance for nothing, and when carrying other mails at the same time.

3135. Have the Post-office considered the expediency of having more than one mail between such important towns as Manchester and Leeds, or Manchester and Hull?—Yes, certainly; and that which is now under consideration, if it is carried out, will give another communication.

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3136. Mr. *Escott*.] The Committee have been told that there has been considerable obstruction to Mr. Hill's plan in the Post-office, owing to the dislike entertained to it; and that has not been on the part of your Lordship, but of others not quite under your control at the Post-office. The officers whom the Committee have had have distinctly denied ever obstructing the plan at all. Has your Lordship any complaint to make against any persons employed in the Post-office for having obstructed Mr. Hill's plan?—No, I do not think there is any fair ground of complaint; I have always seen every readiness to carry his plan into execution. I do not think the Post-office was ever under better discipline than it is at present, or orders executed with more willingness or rapidity. I think it arises from the supposition that they are influenced by that which I believe the persons engaged in the office predicted, namely, that Mr. Hill's plan would not produce revenue.

3137. In which prediction the Post-office authorities have been right, and Mr. Hill wrong?—Certainly, up to this time; there is no knowing prospectively how it may be.

3138. Mr. *Trotter*.] Has any complaint been made to your Lordship by Mr. Hill, or any other party, against any individual in your office, on account of any obstruction offered to the proposed plan?—None at all. I have always understood that our officers have been very ready to give Mr. Hill every information and facility. I know that they were, when first I took the office, in the habit of going down to wait upon him in Downing-street, whenever he desired.

3139. Mr. *Escott*.] With respect to the new French Treaty, is your Lordship of opinion that it is likely to prove very advantageous both to France and to England?—Advantageous, as far as greater facility for correspondence, and less charge; but I think it is not only to France and England, but to the rest of the world, for other countries are now finding out the advantage, and asking for treaties on the same principle of transit and optional payment.

3140. If any persons have stated that this is a bad treaty, must not that opinion have been formed on insufficient information?—I think so; it affords the essentials of a treaty; the facilities of correspondence, and at a cheap rate.

3141. Mr. *Baring*.] Was your Lordship consulted by the Chancellor of the Exchequer as to the discontinuance of Mr. Rowland Hill's services?—No, never.

3142. The discontinuance took place entirely without communication with your Lordship?—Without any consultation upon the subject.

3143. Mr. *Escott*.] Does your Lordship think the Post-office, as at present constituted, has a sufficient power by responsible officers to discharge the duties of the office?—I think the whole Post-office work hard, and have as much to do as they can accomplish, and we have no spare officers. When we have to make a treaty with a foreign government, we have to invite the country with which we treat to send some person over to treat with us.

3144. Mr. *Denison*.] Suppose the inland correspondence were to increase five or ten millions of letters, would it be necessary to increase the strength of the office here as well as in the country?—To a certain degree; that is a thing which varies; it depends upon where the correspondence may increase. Where there are very few letters, there you may be able to manage an additional number; but if you throw any additional number of letters on Liverpool or Birmingham, an increase must be made to the number of clerks. Their work at those places is very hard; nine or ten millions of letters upon a number of two hundred millions of letters is not a very great deal as a per-centage; and that is about the rate at which letters have been increasing for the last year and a half, about five or six per cent.

3145. They have increased at that rate in the course of the year?—Yes; and it goes on gradually increasing; it is now at the rate of five or six per cent.

3146. Did it not appear in the last printed Quarterly Returns of the revenue, that there had been a falling off in the Post-office?—That is the net revenue; that is rather uncertain; perhaps bills may not be paid one quarter, but may be paid another.

3147. You do not draw any conclusion from that fact that the correspondence is decreasing?—No, certainly not; but as to the exact amount of income for the next year, I think there is one other item; there is a large bill we have not paid, which is chargeable upon us, which is that of the Great Western Railroad, and which, if it had been charged in that account, No. 201, would have made a greater deduction from the inland postage. For the last year and a half, or year, we have paid nothing to that railroad company; that is an agreement not completed. We

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agreed on an arbitrator some time ago; the matter was postponed; but at last the arbitrator was settled, a Member of this House, Mr. Pusey; we went to arbitration; and Mr. Pusey gave in his first decision 22,000*l.*

3148. Upon how long?—I think a year and a half; it is about 16,000*l.* or 18,000*l.* a year; it is put at so much a day, and so on. In the course of a week after he begged to withdraw his award, and send in another at 34,000*l.*, which our solicitor advised us to object to, saying he had sent in his award, and that the arbitration was then dissolved, and that if either of them was good it was the first. It is now before the law officers of the Crown, and I believe it will be held a void arbitration. The South Western was not paid till after the 1st of January. Those are two items that may be set off in the Account No. 201, in which the Inland-office have not appeared to great advantage, and which will be charged against the next year's account.

3149. Viscount *Ebrington*.] Has the Post-office any regularly established rule or practice, with regard to acceding or not to propositions for establishing subsidiary mails?—No, no general rule; each case depends upon itself as to the quantum of accommodation, and the agitation in its favour.

3150. And the agitation in favour of the turnpike trusts?—I think that comes second.

3151. Mr. *Denison*.] Are you to be understood that you are likely to complete the Post-office communication between Manchester and Hull?—Yes, it is represented that it is important to the mercantile interest.

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*Veneris*, 11° *die Augusti*, 1843.

MEMBERS PRESENT.

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| Mr. Baring. | Mr. Escott. |
| Mr. Bramston. | Mr. Gibson. |
| Sir George Clerk, Bart. | Mr. Hawes. |
| Mr. Cripps. | Mr. E. Tennent. |
| Mr. B. Denison. | Mr. Trotter. |

SIR GEORGE CLERK, BART. IN THE CHAIR.

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*Rowland Hill*, Esq. called in; and further Examined.

*Rowland Hill*, Esq.

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3152. Mr. *Hawes*.] IN answer to question 1667, Colonel Maberly appears to state that you framed a Return, similar to No. 1 in the Return to the Lords, with a view to purposes of your own. Colonel Maberly says: "It was a Return prepared, as it seemed to me, rather with an object, and not such a Return as I should have offered myself; but that was no affair of mine." Have you any remark to make upon that?—I have no reason to doubt that the form was framed by myself; and one reason for so thinking is this, that, in point of fact, I found it necessary to frame pretty nearly all the Returns that were obtained from the Post-office while I was at the Treasury, with a view to obtaining the statements in an intelligible form. There is one part of this Return to the Lords, however, which I did not frame, and that is the Return No. 7, in which the Post-office has added together the amount of money orders issued, and the amount of money orders paid, and has called the total the amount passing through the Post-office. I call attention to this circumstance, with a view of showing the necessity there was for my preparing the forms of Returns which were adopted.

3152*. Was it or not your practice to send all the forms of Returns to the Post-office before calling for them, that they might suggest alterations in them?—Certainly; it was my invariable practice; and I find, by referring to my letter-book, that I had sent a form to the Post-office about the time this form was issued, and which I have reason to believe was the identical form adopted.

3153. Did the Post-office frequently suggest alterations?—Yes, frequently. In that particular instance they suggested an alteration with reference to Return No. 3, which forms a part of the Return to the Lords. My wish was to exclude the franks from that Return, stating, however, the fact that franks were excluded,

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and I was authorised by the late Chancellor of the Exchequer to apply to the Post-office to make the best estimate they could of the number of franks, with a view to their deduction, the fact, however, being stated in the Return itself; but the Post-office, at that time at least, was averse to estimates, and they objected to making any estimate of the franks, and in consequence of that objection the Return took its present form.

3154. How was the Return in question made out?—Understanding the question to apply to No. 1, which is the Return which Colonel Maberly thinks was framed with a view to a particular purpose, it was made out thus: the Post-office was in the habit of sending to the Treasury a Return every week of the number of letters which passed through the general post, distinguishing them into unpaid, paid, and stamped, as in the printed Return. The printed Return is a mere compendium of the weekly Returns.

3155. Then the Return is precisely what it professes to be, founded on the materials furnished by the Post-office?—Precisely; all that I am answerable for in the Return is the form under which it is arranged.

3156. Does the Return include forward letters as well as those posted and delivered in London?—Yes; it is headed "A Return of the Number of Letters which have passed through the London Post-office, inwards and outwards." Of course that must include the forward letters.

3157. Colonel Maberly appears to infer, in answer to question 1677, that this Return has the effect of advancing the number of letters, at a certain period, from 2,000,000 to 5,000,000; what is your opinion upon that?—It is altogether a mistake. In estimating the 2,000,000, Colonel Maberly includes the letters only which were delivered in London; whereas the 5,000,000 and odd includes not only those which were delivered in London, but all that were posted in London, and all that passed through London. That accounts for the difference between the two.

3158. He states, in answer to question 1672, that he had seen this Return quoted in statistical documents, as conveying this erroneous impression; did you ever quote it in any statistical document?—I presume that the remark had reference to a Paper which was read before the Statistical Society in the year 1841, which I prepared, and which appears in the Transactions of that Society. This, I imagine also, is the "lecture" to which Lord Lowther referred. In the course of that Paper, I inferred, from the unusual increase of letters passing through London, that the greater facility given by the day mails to what are called "forward" letters through London, had produced a very large increase in those letters. This Paper was printed by the Society some time before it was inserted in their Journal, and they were so good as to allow me to take a number of copies. Some copies of that Paper were sent by me to the gentlemen of the Post-office, thinking they would like to see the account I had given; and the consequence was, a communication from Mr. Bokenham, pointing out to me that the whole of this increase could not be accurately attributed to the greater facilities afforded by the day mails; for that, in his opinion, some part of the additional letters consisted of letters which had been diverted from the ordinary channels in consequence of the opening of the railways—that they were previously cross-post letters. That appeared to me to be a very probable solution of the fact which I had noticed, and I immediately appended a Note to the Paper, when it was inserted in the Journal of the Society, which Note I will read; the first part of the note appears in the original paper, the latter part is the portion I appended; it stands thus: "Before the establishment of day mails this class of letters," that is, the forward letters, "amounted to about 36,000 per week; it is now about 170,000 per week, showing that increased facilities and reduced postage combined have already increased the number in the ratio nearly of five to one." It so stood in the original paper when Mr. Bokenham was so good as to point out to me a probable explanation of part of the increase. I added, "It must be noticed, however, that under the old system some of these letters were probably conveyed by cross posts." It is clear, therefore, that I did all I could to prevent any erroneous impression being drawn from the very slight error into which I had inadvertently fallen.

3159. If forward letters had been excluded from the Return in the Paper read before the Statistical Society, what effect would that have had upon the amount of increase?—In consequence of Colonel Maberly's statement, I have been careful to ascertain the effect, and I find that, including forward letters, the increase at that

that time was something less than three-and-a-quarter fold, and, excluding them, that it was something more than threefold, so that the difference is an exceedingly small fraction.

3160. Were not the facts correctly stated in the subsequent Parliamentary Return?—There is nothing erroneous in the Return itself; the same form has still been maintained. When the next year came round, and a Return similar to the preceding one was called for, I proposed to the Post-office that we should distinguish the forward letters, in order to prevent any erroneous inference being drawn from the Returns by persons who did not understand their construction; but the answer I obtained was, that it was impossible to distinguish forward letters, consequently that the Return must be continued in it present form.

3161. Mr. *Baring.*] The history of that Return being originally laid upon the table of the House of Commons was this, was it not, that Sir Robert Peel asked me for any information which the Treasury might have upon the subject of the increase of letters; that I told him that, whatever Returns we had at the Treasury we would lay upon the table of the House of Commons, and that Return was framed, and laid upon the table of the House of Commons, from Returns we had at the Treasury?—I was not aware of the immediate cause which led to the Return being laid before The House. I think I have already stated, that the Return consists of much of the matter of the Returns which were made from week to week to the Treasury. The only difference is this, that the Returns to the Treasury gave the number of letters week by week, and the Returns which were laid before The House gave the number of letters for four weeks together. I conceive it was thought that the public would desire to obtain as much information as they could upon the progress of an interesting experiment, and therefore all the facts which the Treasury was in possession of were laid before The House.

3162. Mr. *Denison.*] Then those Returns are made up in conformity with the Returns or heading drawn out by yourself while you were at the Treasury?—Yes; the early ones, 1, 2, 3, 4, 5, 6, I believe, were all prepared by myself.

3163. And returned to the Treasury in this form while you were there?—Returned by the Post-office to the Treasury, not for the identical year 1842, but for previous years, as long as I was there.

3164. You said you wished them to give an estimate of the number of franks?—Yes.

3165. Was that for the purpose of seeing what would probably have been the number of franks taken out of the whole number of letters passing through the Post-office, or for what time did you ask for that estimate?—The inquiry has reference to Return No. 3; the two first weeks in that Return are taken in the year 1839, during which time the franking privilege existed. My wish was, that the number of franks should be estimated, with a view to their being deducted from the number of letters for that week, so that the Return should be confined to chargeable letters. The Post-office said they were unable to estimate the number of franks; that the franks had been included in the letters of those weeks when they were counted, and that, consequently, they must be included in the Return as made; they are so included in that Return, according to the heading.

3166. Have you any reason to doubt the accuracy of Return No. 1, in which the total number of letters on the 4th of January 1840, is stated at 2,202,000, and on the 26th of January 1843, it is stated at 5,716,898?—No, I have no reason to doubt its accuracy.

3167. Mr. *Baring.*] When you stated that you made a calculation and found that if you included the forward letters, the increase was three-and-a-quarter, and that if you excluded the forward letters, the increase was but three; that alluded to the time when you made the calculation?—Yes.

3168. At what time was that?—It was in May 1841.

3169. Mr. *Hawes.*] In answer to question 848, in page 135, Colonel Maberly, speaking of hourly deliveries, says that that idea of an hourly delivery was a bait held out to the public that they should get their letters within the hour, when in fact they would only get their letters within the hour within the district for which the letters were posted. Have you any remark to make upon that?—I have merely to say that Colonel Maberly entirely misunderstood my plan, as he afterwards acknowledged in answer to question 1822, in page 248; but though the ground of the accusation has been abandoned, the accusation itself still remains.

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3170. Mr. *Denison.*] What accusation do you allude to?—That I held out this plan of hourly deliveries as a bait.

3171. Mr. *Escott.*] Does not it often happen that when persons propound public schemes that do not answer the objects which they themselves may have had in view, and which were generally expected would be attained from them, that it is common to call such, holding out a bait to the public; that that is a common mode of expression?—It is very likely it is, as the making groundless accusations is unfortunately too common.

3172. Does not the groundlessness of the accusation depend upon the opinion you may form of the success of the plan, or not?—I am not aware how the groundlessness of the accusation can depend upon an opinion; it must depend upon the fact, I imagine.

3173. Mr. *Denison.*] You are merely of opinion that no man ought to throw out an imputation on another unless he is prepared to substantiate it as a fact?—Certainly.

3174. And that observation applies to one party as well as to another?—Unquestionably; and if any man, having thrown out such an imputation, finds his conception of the facts was erroneous, I think he becomes bound to withdraw it; I should certainly pursue that course myself.

3175. That applies as much to persons who charge the Post-office with offering obstructions as to those who may not correctly represent the plan?—Certainly, if one accusation is equally groundless with another.

3176. Mr. *Baring.*] Did you ever hold out to the public any expectations that the deliveries should be hourly, in the understanding of Colonel Maberly?—Certainly not; on the contrary, the evidence which I gave before the Commissioners upon this subject expressly states that many of the deliveries could not be within the hour.

3177. Mr. *Hawes.*] In answer to questions 1809 and 1810 in page 247, Colonel Maberly states, that you were understood to hold out the expectation that a fivefold increase of letters would take place, and the revenue would be sustained to the former amount, on the adoption of penny postage, and that immediately; did you ever see any calculation made, or write anything from which such an inference could be fairly derived?—Certainly not; and the Committee will recollect that Colonel Maberly, when called upon to refer to a part of my evidence in support of that statement, utterly failed in so doing; indeed the first extract which he read, so far from bearing out his assertion, clearly proved that I did not calculate on sustaining the net revenue, even remotely.

3178. Were you ever asked the question as to your immediate anticipations of revenue, or did you ever write or state anything specific and definite upon it?—No, I never made any attempt to determine the precise time when a certain amount of revenue would be obtained; the question I believe never was put to me by the Committee; I have in vain searched the evidence to find any such question, and I conceive the reason why it was not put was this, that no Member of the Committee for a moment believed that I entertained such an expectation.

3179. Have you ever said anything incidentally upon that, or has anything been said incidentally within your knowledge to give a colour to this impression of Colonel Maberly's?—Certainly not. I do find in my evidence an expression of opinion incidentally which gives no colour to the statement, but is directly opposed to it; it will be found in the Second Report of the Committee of 1838. In answer to questions 11135 and 11136, the first question is, "Are you aware of Sir Edward Lees having stated before this Committee that the revenue had increased in the neighbourhood of Edinburgh in consequence of a reduction of postage from 2*d.* to 1*d.* within a certain distance of that city?" My answer was, "I am." "Does that confirm you in the expectation of your plan working, if it should be brought into operation?—It appears to me to be a most important and highly satisfactory fact. I must own that the results exceed my expectation, because, though I felt confident that in process of time the reduction would be compensated by an increase of letters, I never certainly expected that that time would be so short as 12 months; and Sir Edward Lees states that the reduction was much more than compensated by an increase of letters in the short space of 12 months; but even if it were proved that Sir Edward Lees was mistaken, it would not shake my confidence in the accuracy of my calculations, because his evidence goes to the extent of an earlier increase than I had before anticipated. If that were shown to be

be incorrect, I should then fall back upon my previous anticipations." I believe that is the only instance in which any mention of time occurs in the evidence.

3180. Whatever the anticipations you have formed, were they not formed on the supposition that your whole plan would be adopted?—Certainly; I have already stated in my evidence that such was the case; I never expected it could be introduced all at once, and I am decidedly of opinion that it is not introduced even yet.

3181. In 1841 you prepared a Paper for the Statistical Society on the subject of postage, which Paper has been frequently referred to?—I did.

3182. That Paper was deliberately and carefully written, after some practical acquaintance with the subject?—It was.

3183. Did that Paper hold out any expectations of an increase within a year, to the extent of fivefold, or any definite increase?—I certainly held out no anticipation of an increase within a year; I can read what I did say upon the subject. After having shown what the increase had been up to that time, I proceeded as follows: "Now I have already pointed out that the present rate of increase, as shown by a comparison between March 1840 and March 1841, is more than 21 per cent. per annum. Supposing, therefore, this rate of increase to be maintained; that is, supposing each succeeding year to bring an augmentation of 21 per cent. as compared with the year 1840, it is obvious that the end in question, viz. the complete restoration of the gross revenue to its former footing, will be attained in about three years and a half from the present time, or in something less than five years from the reduction in the rates. I must request the Society carefully to remark, that I do not here hold out any expectation that such will be the case, but merely show that it must follow as a necessary consequence on the verification of a certain supposition, viz. that the present rate of increase continue. How far this supposition will be verified it is difficult to conjecture; impossible to predict. That the causes on which we have hitherto depended will alone produce so great a result is, I confess, more than I anticipate; but that they will be efficient when combined with the additional facilities which, as I have said above, I have always spoken of as essential to the full success of the plan—that they will be efficient thus combined, is a probability on which I think I may count with confidence."

3184. Your first pamphlet on penny postage was published in 1838, was it not?—At the beginning of 1837.

3185. Is that passage you have stated in perfect consistency with what you stated in your first publications?—I have from the very first invariably insisted upon the additional facilities as an essential part of my plan.

3186. Mr. *Escott.*] Is that consistent with your statement that the revenue would be sustained under your plan?—Quite so; meaning by the revenue (as I always meant when I spoke of its being sustained), the gross revenue.

3187. Mr. *Cripps.*] Have you not held out that the penny postage would sustain the revenue of 1,300,000*l.*?—That is not sustaining the revenue, it is depressing it.

3188. If you have said that the revenue would be sustained to the amount of 1,300,000*l.*, do you think you can safely say that you never said anything which could by the most remote possibility induce the public to think it would be immediately kept up to that amount?—I never used the expression that the revenue would be sustained to the extent of 1,300,000*l.*

3189. Do you mean that the word "sustained" would not be a correct expression. Have you used the word "maintained" to the extent of 1,300,000*l.*?—I have certainly spoken of the probability of getting 1,300,000*l.* net revenue on the year.

3190. Have you not in evidence, or otherwise, stated that the revenue would be maintained, by the adoption of your plan, to the amount of 1,300,000*l.*?—Yes, I have, looking forward to a remote time. It appears to me that it would be better if honourable gentlemen find anything in my evidence which is inconsistent with my statement, to read it, and I will at once admit it.

3191. In your petition to The House, you state, "That the opinion which your petitioner expressed, both in his pamphlet and in his evidence before the Committee of your Honourable House, was to the effect that the maintenance of the Post-office revenue, even to the extent on which he calculated, (about 1,300,000*l.* a year,) depended on carrying into effect the plan as a whole"?—Certainly.

3192. Do you not think that that allegation is calculated to make the public think that the revenue to that amount would be always maintained?—I cannot see how

how the public could form such an opinion, because it distinctly states that it is to be by the introduction of the plan as a whole; and no one could have supposed that the plan could have been introduced as a whole in the very first week.

3193. Mr. *Denison.*] You have always meant that the gross revenue could be sustained to that extent?—Yes.

3194. When you say the gross revenue, you do not make any allowance for the extra expenditure which would be rendered necessary in consequence of your plan being adopted?—Yes, I reckon for that 300,000 *l.*, which accounts for the distinction I made that the gross revenue would be sustained, but not the net revenue.

3195. Until the whole of your plan was introduced, and a much greater time had elapsed than has elapsed up to this date from the adoption of the Penny-post, you would not under any circumstances admit that your plan has failed?—Certainly not; nor will I admit it in any amount of time, so long as those who have to carry it out are hostile to it. With reference to the questions which have been put to me, I beg to state that some of the friends of the measure were ready to quarrel with me, because I would not go the length of their ideas upon the subject.

3196. Mr. *Escott.*] In answer to question 154 on the first Committee on Postage, it appears that you used these words, "I have reckoned upon a reduction in the net revenue of about 300,000 *l.* per annum." From what item was that reduction of 300,000 *l.* per annum taken?—The revenue at the time was about 1,600,000 *l.*

3197. Was that taken to be the whole net revenue?—Yes.

3198. Did you give 1,300,000 *l.* as the anticipated net revenue?—Yes.

3199. Mr. *Hawes.*] Anticipated revenue, when?—After the whole plan had been introduced, and a reasonable time allowed for the change of habit on the part of the people to take place.

3200. An extract from your evidence has been read; will you refer to the passages immediately preceding the passage quoted. The answer to the question is this, "I have of course given a great deal of thought to that question. It is manifest that it is impossible to arrive at any certain conclusion as to the increase of letters, but the result of all the thought I have given to the subject is this, that it is very possible the revenue may be fully sustained, and even increased. I have not, however, calculated on its being sustained." Is that correctly quoted from your evidence?—I have no doubt it is; I think Colonel Maberly read that answer. Before passing to another subject, as Colonel Maberly appealed to the Third Report of the Committee, in order to show what was the understanding of the Committee with regard to my plan, perhaps I may be allowed, myself, to read an extract from the same document, with the same intention, if Honourable Members will turn to page 6——

3201. Mr. *Escott.*] What is this to prove?—It is to prove that the Committee did not understand my plan in the restricted sense in which it would be understood from what was read by Colonel Maberly.

3202. Mr. *Gibson.*] Was it ever stated that the net revenue was to be 1,300,000 *l.* immediately after the introduction of your plan, or was it stated that the net revenue would be 1,300,000 *l.* at some future period, not defined, after the full introduction of your plan?—My statement was, that I anticipated a revenue to that amount; but I never attempted to define the period at which it would be obtained.

3203. Mr. *Hawes.*] Did the Committee on Postage express any opinion in regard to an immediate revenue?—I am not aware that they did in any part of their Report; but I find that one of the resolutions in the Third Report is as follows: "That it is the opinion of this Committee that so soon as the state of the public revenue will admit of the risking a large temporary reduction, it will be expedient to subject all inland letters to a uniform rate of 1 *d.* per half-ounce, increasing at the rate of 1 *d.* for each additional half-ounce."

3204. Mr. *Cripps.*] Will you turn to page 30 of the Third Report; do you find there under the eighth head for consideration of the Committee "Plan of Mr. Rowland Hill"?—Yes.

3205. There is one headed "Uniform Rate of Postage"?—Yes.

3206. In page 35, head 3, "Payment in Advance"?—Yes.

3207. In page 38, section 4, "Collection of Postage by means of Stamps"?—Yes.

3208. Page 43, section 5, "Postage regulated according to Weight"?—Yes.

3209. That concludes, with the exception of paragraph 6, which does not apply to it, that eighth division called Mr. Hill's plan?—Yes.

3210. Those heads generally so stated have been carried out, have they not?—No, not entirely.

3211. I find at the end of the Report, page 69, "That in the opinion of all the witnesses, excepting most of the officers of the Post-office, the adoption of Mr. Hill's plan would occasion a very great increase in the number of letters posted, and in the opinion of most of them, a far greater increase than would be required to maintain the revenue at its present amount." Do you think that statement is calculated to lead to the impression that the revenue would be sustained or not to the amount of 1,000,000*l*, at least?—I think it is a statement calculated to lead to that impression; but honourable gentlemen will be aware that the statement is that such was the opinion of most of the witnesses. I cannot suppose that I was included under that term, because I held out no expectation of the kind. The passage states that in the opinion of all the witnesses, except most of the officers of the Post-office, the adoption of my plan would occasion a very great increase in the number of letters posted. I must be included under the term "all," of course, and I did entertain, and did express that opinion. Then it goes on to say, "And in the opinion of most of them a far greater increase than would be required to maintain the revenue at its present amount." That term does not necessarily include me, and I cannot conceive that it was intended to include me, because my evidence was not of that tenor. There are one or two parts to which I would beg to call the attention of the Committee connected with facilities. I would request the Committee to read the 13th Resolution, which is found also in the Third Report in page VIII. The resolution is to the following effect: "That it is the opinion of this Committee, that the cheap, speedy, and more frequent communication by means of post, which it is the object of Mr. Hill's plan to establish, would greatly facilitate all commercial transactions, and lead to a great extension of trade, both foreign and domestic. That this extension of trade would, in no inconsiderable degree, improve the general revenue of the country, and thus probably compensate for any small diminution which might take place in the revenue of the Post-office." This resolution shows that the Committee understood my plan to include something more than a mere reduction of the rate; but that is not left in a state of doubt,—if the Committee will have the kindness to refer to page 64 in the same Report, they will find there a statement spread over two pages, the whole tenor of which is to press the necessity of additional means of communication. I rather hesitate in reading so long an extract, but I think it is necessary, to put the Committe in possession of my view of the case. The first part appears in my evidence; I confined myself to that, as I did not anticipate any objection to the statement I made. It begins thus: "Mr. Hill considers it very essential to the proper working of his plan, that greater facilities should be given to the transmission of letters. That such facilities would produce a great effect on the number of letters, is shown, he argues, by the fact, that the improvements introduced by Mr. Palmer, though accompanied by several augmentations made at different times in the rates of postage, produced a very considerable increase in the number of letters. Improved facilities in distribution, he considers an essential part of his plan, and until such improvement were adopted his plan could not be said to be introduced or tried." Then the Report goes on, "The impression at the Post-office, says Colonel Maberly, is as a general principle, and it is, in point of fact, almost always found as a general rule, that increased accommodation produces an increased quantity of letters. The assistant-secretary, Mr. Lawrence, is of opinion, that an increased number of deliveries would increase the correspondence of the country generally. Mr. Banning, postmaster of Liverpool, states, that the more frequent opportunities there are of writing the more letters will be sent; that many deliveries give facilities for sending, and that the best way of raising the revenue is by quickness of despatch. Mr. Brown, of Liverpool, in the view he takes of the improvements essential to the proper working of the Post-office, would think it necessary to associate with a low rate of postage quick transmission, rapid sorting, quick and frequent delivery; deliveries, he thinks, cannot be too frequent; the more frequent the better, consistently with the means the Post-office possess of making them. It appears from a Return laid before your Committee (No. 16, page 469, Report 1), that in the three years preceding the conveying of the Manchester and Liverpool mail by railways, the postage on

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letters passing between those towns averaged 12,964 *l.*, and that the receipts were then on the decline; but that since the conveyance of the mail by railway has been established the receipts have risen, on the average of the three years ending with 1837 inclusive, to the annual amount of 16,977 *l.*, or about 31 per cent.; and this increase has taken place on the very line of communication which is one of the chief lines for practising evasion; want of facilities it appears, as well as high postage, has occasioned evasion. Mr. Willock, postmaster of Manchester, writes word that letters have in numerous instances been sent in coach parcels, not so much with a view to save postage, as to facilitate transmission and to insure early delivery. This happens, he states, very much in those neighbourhoods in which there is not direct communication through the medium of the Post-office, especially in a populous and manufacturing district between 10 and 30 miles from Manchester. In confirmation of the latter remark, Mr. Cobden states, that in the village of Sabden, 28 miles from Manchester, where his print works are, although there is a population of 1,200 souls, there is no post-office, nor anything that serves for one. Mr. Cobden also states, that the Chamber of Commerce of Manchester consider that this is the epoch for a total change in the management of the Post-office as regards the frequency of transmission, and the punctuality of its arrangements. The objection is, in the first instance, to the rates of postage; and next, they are of opinion, that on the opening of new lines of railroad the Post-office must adapt itself to that great revolution in internal communication." I do not like to trouble the Committee with further detail, but the whole tendency of this is to urge the more frequent despatch of letters. In support of that, I would beg to refer the Committee to pages 64 to 66 of the Third Report.

3212. Mr. *Gibson.*] Do you think, with regard to the early delivery of letters, that at the present time letters are sent in parcels for the sake of securing an earlier delivery, though not for the sake of saving expense?—I know that that is the case to a certain extent; not to any great extent, I think.

3213. Mr. *Denison.*] You know that they are sent, but do you know the object with which they are sent?—I know they are sent with that object, not for the saving of expense, but at an additional expense, to save time; the railways deliver more rapidly than the Post-office.

3214. Mr. *Hawes.*] Have you anything to add to your former evidence upon the subject of the Indian correspondence?—This part of the case is worse than, from the facts as I knew them when I gave my evidence in chief, I could have supposed possible. Upon the evidence of Colonel Maberly it stands thus:—On the 24th of November 1842, the East India Company informs the Post-office that letters are detained at Bombay for default of prepayment of former postage: (I refer to question 978, in page 166.) In April 1843 notice of this detention is first given to the public. No information of this detention is given to the Treasury until the same month of April. The Post-office chooses, in breach of rules, to correspond with the East India Company direct. Lord Lowther's letter, written in April, calls the information given to the Post-office in November a "recent communication." This irregularity is justified by Colonel Maberly, on the ground that the Post-office could settle the matter in two months, whereas the Treasury would take two years; the fact being, as stated in Parliament by the Chancellor of the Exchequer, that as soon as he heard of the detention which had then been known to the Post-office nearly five months, he communicated with the East India Company, who, within a few days, signified their consent to forego their forward postage, in consideration of the inconvenience sustained by the public; so that, supposing the course adopted by the Post-office in the kind of notice they issued to be as clearly right, as I submit it was clearly wrong, the conduct of the Post-office, as proved by their own witness, remains utterly without excuse.

3215. *Chairman.*] Are you aware how the communication arose between the Post-office and the East India Company?—A part of the correspondence is given in the Appendix, but not the whole of the letters referred to—that in November is not given.

3216. Do you know what first gave rise to any communication between the Post-office and the East India Company upon this subject?—I think, if I recollect rightly, it was in consequence of the information communicated by the Post-office, that some part of the postage was not paid. Colonel Maberly stated the circumstances in evidence.

3217. Did it not arise out of the question respecting the settlement of the account between the Post-office and the East India Company?—I think it did.

3218. Mr.

3218. Mr. *E. Tennent.*] You have stated that the Post-office were in possession of the information in November 1842, but failed to act upon it till April 1843; but, if you turn to page 166 of the Evidence, you will find it stated that the Post-office were not in possession of the information connected with Bombay till March 1843. The information they possessed, previously to that, referred merely to the Red Sea postage; but they then ascertained, upon putting a direct inquiry upon the subject for the first time, that a similar detention occurred with regard to the letters from Bombay?—The Evidence which I find at page 165 is to this effect: "When did the Post-office first learn that the letters were detained at Bombay?" The answer is, "The 24th of November 1842."

3219. It appears from the answer, part of which you have quoted, that on the 28th of February 1843 the Post-office addressed a letter to the East India Company, desiring explicit information upon this point, to which they received an answer in 1843; is it your impression that, if they were already in possession of that information in the November previous, they would have asked a second time to be supplied with it?—I think it would be rather unwise in me to answer a question as to what the Post-office would be likely to do.

3220. The fact is there stated, that in February 1843 they applied for the information; is the inference which you would draw from that fact that they were in possession of that information, or that they were not in possession of that information?—It does not rest upon inference, because the fact is clearly stated that they were in possession of the information on the 24th of November 1842; unless I can doubt the accuracy of that statement, it appears to me that I cannot doubt but that they were in possession of the information on the 28th of February 1842.

3221. The fact is equally in evidence that they applied for the information on the 28th of February 1843?—Then I infer that the impression upon the mind of the Honourable Member is, that the evidence is contradictory.

3222. Mr. *Baring.*] You have been asked as to your opinion; are you of opinion that if this correspondence had gone through the Treasury, this blunder would have taken place?—I think I have already answered that question, that finding the measure defended by the Treasury, I presume that the course would have been much the same had the letter gone through the Treasury. I think I may safely say that it would not have been so at the time I was in the Treasury myself.

3223. Mr. *Hawes.*] Have you any remarks to offer with reference to what you have called the fallacious Return, No. 201?—I beg to call the attention of the Committee to the fact, that the Post-office has not brought a single witness who will pledge himself to any one disputed item of the Return. Two witnesses only speak to it at all. The first is Lord Lowther, who having formed the opinion that all revenue was derived from foreign and colonial postage, ordered an estimate to be made. This estimate, when made, proved to be too short, he therefore ordered that the present Return or estimate should be prepared. The other witness is Colonel Maberly.

3224. Mr. *Escott.*] What do you mean by "too short"?—I am using the term of Colonel Maberly,—that it produced less revenue than was anticipated; that I understand to be the meaning of the term. The other witness was Colonel Maberly, who was very much occupied at the time with the French treaty; and he states that he had little or nothing to do with any part of the Return except the number of inland letters, which he states he directed to be computed by a process which he has himself attacked as erroneous. Colonel Maberly also states the Return to have been framed by two clerks now in Canada. Colonel Maberly's evidence upon this subject will be found at pages 148, 196, 207, and 229. It is admitted that the Return cannot be sustained by its internal evidence; for, as previously shown upon the number of inland letters given in the Return, the revenue, after certain necessary deductions, would not be more than a penny each letter, which is admitted to be an absurd result. Then as either the data must be changed, or the results abandoned, Colonel Maberly attacks the only item produced precisely according to his own directions, namely, the number of inland letters. Since this Return is unsupported, and even impeached in a material part by Colonel Maberly, further examination may be necessary: but the importance of the subject will, I hope, excuse me in proceeding. And first, as to the admitted errors——

The Witness was directed to withdraw.

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The Witness was again called in, and was informed by the Chairman that he could not be allowed to comment on the evidence, but must confine himself to answering the questions of the Committee.

3225. With reference to the Third Report of the Postage Committee, did you see that Report before it was printed?—I think I saw some of the calculations before it was printed; I did not see the whole, nor any great portion of it.

3226. Did you see the abstract of your own evidence?—No, I did not.

3227. Mr. *Hawes.*] In answer to question 1652, Colonel Maberly says, "I maintain that I have a perfect right to argue, from the non-success of the penny postage in Ireland as compared with great Britain, that the general result of that is borne out; namely, that the penny postage has produced very little revenue in Great Britain, having produced none in Ireland, and that the greater proportion of that revenue is derived from foreign postage." Do you concur in that view?—I must own that I cannot see the force of the argument. It appears to me to be of this kind—The penny postage is less successful in Ireland than in Great Britain—the penny postage produces nothing in Ireland,—therefore it will produce very little in Great Britain. It appears to me to be illogical;—I must add that unless the Return 201 can be supported by more powerful reasoning, it must be given up. The Committee will be aware that the whole argument rests upon the equality of expense of distributing letters in Ireland and in England. Now there is nothing like equality; I have prepared an estimate of the expense per letter in Great Britain and in Ireland, for the purpose of comparison. It is for the year 1842; with the permission of the Committee, I will put it in. The result is this: that the cost per letter in Great Britain is nine-tenths of a penny, and in Ireland a penny and $\frac{37}{100}$ths of a penny. The expense in Ireland being $\frac{47}{100}$ths of a penny, or more than 50 per cent. above the cost in England; such being the result, of course I cannot concur in the opinion entertained by Colonel Maberly, that the state of things in Ireland is a fair criterion.

3228. Will you deliver in that estimate?—

[*The same was delivered in and read, as follows:*]

ROUGH ESTIMATE of the EXPENSE PER LETTER in *Great Britain* and *Ireland*, compared for the Year 1842 [disregarding in each case the Cost of Newspapers and Money Orders, and throwing the whole Cost of General Management (so far as this is done in the Finance Accounts) on Great Britain].

| Great Britain: | £. | s. | d. |
|---|---|---|---|
| Expenses in Great Britain (Financial Accounts, p. 57) | 839,000 | – | – |
| Deduct for expenses connected with foreign and colonial letters, as estimated in Return 201/43; say | 139,000 | – | – |
| £. | 700,000 | – | – |

Letters in 1842, say, as per Return No. 201 - 209,000,000—22,000,000=187,000,000.

Average cost per letter - - $\frac{£.700,000}{187,000,000}$=.9 *d.*

| Ireland: | £. | s. | d. |
|---|---|---|---|
| Expenses in Ireland (Finance Accounts, p. 59) | 127,856 | – | – |
| Deduct ship-letter payments | 194 | – | – |
| £. | 127,662 | – | – |

Letters in 1842, say - - - - 22,328,000 (Return to Lords, No. 64.)

Average cost per letter - - $\frac{£.127,662}{22,328,000}$=1.37 *d.*

| | |
|---|---|
| Great Britain (as above) | .90 |
| Ireland (as above) | 1.37 |
| Excess in Ireland | .47 |

Or more than 50 per cent.

3229. There being but few foreign and colonial letters in Ireland, are you enabled to calculate more accurately the cost of the postage per letter?—Yes. This is a calculation which I have prepared:—

IRISH LETTERS.—Estimate of AVERAGE POSTAGE in 1842.

Assuming all the letters to be Inland, as Colonel Maberly does (Evidence 1832, &c.), the average Inland Prepaid Rate will be got thus:—

| | £. | s. | d. |
|---|---|---|---|
| Gross revenue, less Returns, &c. in 1842 (Finance Accounts, p. 59) | 128,984 | – | – |
| Deductions (as in my Evidence, p. 46): (Government postage included in the average.) | | | |
| Money orders (Finance Accounts) – – – £. 2,536 – – | | | |
| Miscellaneous receipts – – – – – 616 – – | | | |
| Late-letter fees (Evidence, p. 47) say – – – 1,500 – – | | | |
| Registration fees (Evidence, p. 47) – – – 400 – – | | | |
| Additional rate on unpaid and under-paid letters, 5*d.* per 100 letters on, say 22,328,000 (Lords' Return, No. 64/42) – – – – – 4,652 – – | | | |
| Total Deductions – – – – | 9,704 | – | – |
| Postage, if all had been Prepaid – – – £. | 119,280 | – | – |

Which divided by the number of letters (22,328,000) gives 1.28 *d.* per letter.

3230. How will that estimate agree with your previous average postage per letter in the United Kingdom?—My previous estimate was a penny and a fifth of a penny, consequently this average is something more; eight-hundredths of a penny more. It will be necessary of course to bear in mind that there are some few foreign letters in Ireland, which would have the effect of enhancing the average, and that the Government letters are also somewhat above the average weight, probably; but at the same time to set against those letters we have to consider that in Ireland there are in all probability fewer heavy packets, in proportion to the whole number of letters, than in this country; consequently I am of opinion that the average postage in Ireland, as obtained from that estimate, does not differ very widely from the true average of inland postage in this country.

3231. What is your present opinion of the average postage on inland letters in this country?—My opinion has been rather confirmed by the evidence which has been given; I estimated it at first at a penny and a fifth as the minimum—being the safe side; and my opinion is that that is the safe side; and in confirmation of that opinion, I would call the attention of the Committee to a statement at page 236 in Colonel Maberly's evidence, of the number of heavy packets which pass through the London office in a given time, which are described as of a kind which under the old system would not have passed, and which would tend very greatly to enhance the average rate. It will be seen by reference to the table that the postage on those heavy packets alone would amount to nearly 50,000 *l.* a year.

3232. If the Committee consider the average a penny and one-fifth to be established as the postage of a letter, and adopt for the moment what the Post-office authorities have stated with reference to the Return 201, namely, that the error in the Return consists in the number of letters, will you state how much that number would be reduced in order to make the Return consistent with itself?—It would be necessary to reduce the whole number of letters by about 40,000,000; so that unless the Committee think it possible that an error to the extent of 40,000,000 can have been made in counting the letters, there is no adjustment of the account which will place it in a consistent state.

3233. Mr. *B. Denison.*] When you made your calculation, taking the letters at a penny and a fifth, did you make a calculation of what the difference would be, taking the letters at a penny?—The difference would be about 170,000 *l.* a year.

3234. Will you state where you think the error lies, or how to correct it?—My opinion decidedly is, that the error is in the amount of foreign and colonial postage, and consequently also in the amount of inland postage.

3235. Do you mean that they have put too much to foreign postage, and too little to inland postage?—Certainly, that was my original statement.

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3236. Mr. *Trotter.*] You object to the foundation of the Return; that is, to the division of the gross amount of revenue, as here exhibited, credited to the inland and the foreign postage?—Yes.

3237. Then your chief objection is to the sums as they are here divided between the inland and the foreign postage; that is, the 1,027,000*l.* and 583,000*l.*; those sums you suppose to be improperly divided?—Yes; that is the main objection. I have stated these matters very fully in my former evidence.

3238. Mr. *B. Denison.*] Will you refer to No. 4 (in the Lords' Return, No. 64); have you any objection to make to the accuracy of that Return, as regards the gross revenue, cost of management, &c. &c.?—No, I have no reason to doubt the accuracy of the Return, so far as the three first columns are concerned; namely, the gross revenue, the cost of management, and net revenue.

3239. Can you say anything about the postage charged in the Government departments?—Yes; my opinion is, that the amount of postage for the two first years is understated.

3240. What do you say about the three last years?—I have no reason to suppose that there is any error there; but I have no means of judging.

3241. Then you do not impugn the accuracy of the statement as regards the three last years?—No.

3242. Mr. *Hawes.*] Have you any remarks that you wish to make, in addition to the evidence you have given, upon Return 201?—I shall be happy to complete the remarks which I was in the course of making. First as to admitted errors: first, the estimate is not a return of ascertained facts, as it purports to be; second, the deductions for dead letters are unjustly divided between inland postage on the one hand and foreign and colonial postage on the other, to the prejudice of inland postage; third, the share of expenses to be charged against the Money-order Office is greatly understated, to the prejudice of the inland postage, being put down at 15,000*l.*, whereas they are admitted by Colonel Maberly in the evidence (1203–4) to be about 30,000*l.*; fourth, the charge of the packet service is admitted by Colonel Maberly to be unjust in principle, and by Lord Lowther to be greatly exaggerated in amount; lastly, that either the number of inland letters, or the amount of revenue derived from them, must be wrong; Colonel Maberly cannot say which (1475), though elsewhere he attacks the letters. But in the midst of these errors the Post-office says in effect, We can so amend the data that the results shall remain the same, so far as regards the division between inland postage and foreign and colonial postage. To some extent, possibly, this may have been done already. The first Estimate prepared for Lord Lowther (No. 284 of this Session), though it differs widely in its data, yet it agrees pretty nearly in its results, so far as they go, with the second Estimate, just as the second Estimate is to agree with the third. I cannot consent to reduce the number of letters, because I believe it to be nearly correct, though a little too small; indeed Colonel Maberly admits (1488), that calculating the number from the 12 weeks in the Return to the Lords, and including foreign and colonial letters, which are inland letters in part of their progress, the number is 211,000,000 instead of 209,000,000, as stated in the Return. But the basis on which the calculation of letters rests is impugned. My opinion is, that the basis is much better than that on which the calculation of foreign and colonial postage rests; and my reasons for thinking so are these: in the first place it is a wider basis, inasmuch as the calculation of foreign and colonial postage rests on a basis of eight weeks only, whereas the calculation of letters rests on a basis of 12 weeks; and secondly, because the 12 weeks from which the letters are reckoned are distributed fairly over the whole year, whereas the eight weeks from which the foreign and colonial postage is reckoned are taken all together at the end of the year. But it is stated in evidence by gentlemen of the Post-office, that the numbers are wilfully falsified by the servants of the Post-office, in proof of which reference is given to a letter from Mr. Bokenham to myself. The letter was written in January 1842, since which, as stated in evidence (2635), checks have been applied with a view to greater accuracy in future; and seeing that the error occurred in the beginning of 1842, and that the account of letters is for the year 1842, after the discovery of the error, and the application of checks, it does not appear to me that the error in question can be considered as touching the estimate of letters to any material extent. With reference to these returns of letters, I wish distinctly to state to the Committee that, with the single exception contained in the letter of Mr. Bokenham, they have invariably been represented to me as trustworthy. Other returns which were made weekly to the Treasury, have

The Chairman proposed the following preface to the evidence; viz.

"With the view of ascertaining the results of the Penny-postage on the revenue and expenditure of the Post-office, they have called for Returns of the gross and net revenue of the Post-office for the three years previous and subsequent to its adoption. These Returns will be found in the Appendix to this Report.

"Your Committee have examined at great length Mr. Rowland Hill with regard to several proposals which were brought under their notice by him, for extending the facilities in the correspondence of the country, and for improving the management and reducing the expense of the Post-office.

"They have also examined several of the officers of the Post-office with regard to the expediency and practicability of adopting these measures.

"Your Committee regret, that on account of the late period of the Session to which their inquiries have extended, they find it to be impracticable to report their opinions on those various matters involving many minute details; they are unable to do more than report the evidence which they have taken, to which they beg leave to refer, as well as to the correspondence in connexion therewith, which will be found in the Appendix, between the Treasury and the Post-office, from both of which departments your Committee entertain no doubt they will receive the fullest consideration."

Motion made (by Mr. *Bramston*) and question put, "That the Preface proposed by the Chairman be reported with the Evidence."

The Committee divided:

| Ayes, 5. | Noes, 1. |
|---|---|
| Mr. Bramston. | Mr. Escott. |
| Mr. Trotter. | |
| Mr. Emerson Tennent. | |
| Mr. Cripps. | |
| Mr. Hawes. | |

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(2.)—Return of the Number of Letters which have passed through the London District Post (exclusive of all General-post Letters) since the first General Reduction of Postage on the 5th December 1839, dividing the Time as far as practicable into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also a Return of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like Manner - - - - - - - - - - - - - p. 226–7

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have repeatedly been represented as in some degree inaccurate; but the monthly returns, those on which the estimate of 211,000,000 rests, have, as I said before, with a single exception, been stated to be trustworthy; and if the Committee will afford me an opportunity, I shall have no difficulty in supporting my statement by the testimony of others. In further proof of the accuracy of the monthly returns, I beg to call the attention of the Committee to the fact that they invariably manifest those fluctuations in amount which would be expected: if a holiday occurs in the course of the week, as on Good Friday, we invariably find the inland letters reduced in consequence; or if anything arises which leads to the writing of a greater number of letters, we find the returns evincing the operation of that cause. Looking, therefore, to the returns as a whole, though I cannot doubt that occasionally errors may arise, I see no reason to suppose that those errors are at all material, or that they are more likely to arise in one direction than another. But I beg to subject the question to a test which cannot be affected by such false excess, assuming it to exist. The number of inland letters the Committee will see is only material as a step towards arriving at the amount of revenue produced by such letters; that is the main point in dispute. Colonel Maberly says (1632), that Ireland may be considered as without foreign or colonial postage, the quantity being very small; that being so, the revenue from Ireland is from inland letters. Now, it appears from the Finance Accounts (*see* page 59), that the revenue for Ireland, in the year 1842, was 128,984*l.* From Return 64 to the Lords, it also appears that the number of Irish letters delivered in the year 1842, was 22,328,000; the number for the United Kingdom is given in Return 201, at 209,611,000. Then, as the letters for Ireland are to the letters for the United Kingdom, so is the inland revenue of Ireland to the inland revenue of England, which will be found to be 1,210,877*l.*, or 12,000*l.* more than I claim. This calculation the Committee will see is independent of the actual number of letters of the two countries; it rests on the proportionate numbers only, and would not be disturbed by any allowance for error, however great. For example, suppose you allowed 5 per cent. for false excess; as such allowance would act equally on the number of letters of both countries, it would not change the result. Or suppose, instead of a false excess, the error lay in a false diminution, and you add a per-centage, the result will remain unaffected. The agreement in results, when the processes of calculation are so independent of each other, is a very cogent proof of their correctness. In the former evidence, I have pointed out, that though Ireland contained some few foreign and colonial letters, yet that circumstance is counteracted by others; so that the average postage of Ireland may, I think, be taken as a tolerably fair index of the average inland postage of England. I have also checked the number of inland letters by another process of calculation; from data furnished by the London district post, which I am ready to go through if desired by the Committee. The reasoning is somewhat refined, and not easy to follow at the moment, but it is of a very satisfactory nature to my mind. On the whole matter, after a very careful examination of the whole evidence, I distinctly state my opinion, that the number of 209,611,508 letters, as it stands in the Return 201, is not erroneous on the side of excess; but the Post-office support their impeachment of the Return of the number of letters on the ground that it gives more revenue to the inland postage than remains for inland postage after a due share is allotted to foreign and colonial postage. If this share were ascertained truly, the consequence would be irresistible; but how is it ascertained? The calculators are in Canada; the calculations are based on an account kept for two months; the account, though it has been produced to the Committee, is not printed in the evidence, and is therefore not open to my inspection; the framer of the account is not examined; the materials for keeping or framing the account are not explained. Colonel Maberley says, that the account is liable to errors, as not furnishing true averages for the year. I cannot consider the account as affording a true average for the year, for this reason among others: the foreign and colonial revenue, exclusively of the internal revenue of the colonies, in 1837, was, according to a Return in the First Report of the previous Committee (page 471), 340,000 *l.*, since which very large reductions have been made in the rates, which, increase of letters apart, would in my opinion reduce the amount of postage to less than 200,000 *l.* In 1840, according to an estimate made for the Treasury, the amount of foreign and colonial postage, with some slight exceptions, was estimated at 388,000 *l.*

*Rowland Hill*, Esq.

11 August 1843.

3243. *Chairman.*] By whom was that estimate made?—By the Post-office.—Subsequent reductions in the rates, increase of letters apart, would have reduced this to about 360,000 *l.* In 1841, according to another estimate made by the Post-office (namely, No. 284 of the present Session), the amount, including the Government postage, but excluding the internal revenue of the colonies, was 407,000*l.* In 1842, according to Return No. 201, it is 506,000*l.* It will, therefore, be seen on a comparison of the accounts for the several years, that assuming them to be correct, the rate of increase is enormous. If so, it is manifest that two months at the end of the year will give a false excess if taken as the average of the year, which we are informed by the Post-office Committee has been done. The temptation to the servants of the Post-office to exaggerate the number of letters must, I conceive, be equally great as to foreign and colonial postage; but there is no hint that it ever was corrected, or indeed suspected by the clerks to whom the matter was left. Then the improbabilty that the correct amount of foreign and colonial postage has been obtained, is shown by the enormous average postage of letters which it gives, although, as it appears by the evidence of Mr. Bokenham, the course is to count a newspaper as a letter when it pays postage—that postage is so small, usually, I think, a penny, that it must greatly reduce the average—notwithstanding this, a comparison of the number of letters, as stated in the Return No. 201, with the amount of postage, gives an average of 18*d.* per letter. That this average cannot be correct will, I think, at once be seen, when I state to the Committee what are the rates charged on the prevailing classes of foreign and colonial letters. The newspapers form a very large class, and the rates upon them are, as I have already stated, I believe, for the most part 1*d.*, but some, I think are 2*d.* Another very large class of letters consist of those to and from Hamburgh. The rate charged on such letters, after deducting 1*d.*, which I claim as a part of the inland postage, is 5*d.* Another very large class is that of ship-letters, which, making the same deduction, are charged 7*d.* Then come the letters to France, which, even before the reduction, were very numerous, and the single rate there, still deducting the 1*d.* for inland postage, was 9*d.* A still larger class, in all probability, consists of the colonial packet letters; the single rate on which, with the same deduction, is 11*d.* Of the high-priced letters I am not aware of any class which is very numerous, except the Indian letters *viâ* Marseilles; and those, though very numerous, are small in number compared with the other classes which I have enumerated. The single rate charged upon such letters is, I think, 2*s.* 8*d.* Now, of course, the average rate on foreign and colonial letters, like the average rate on inland letters, would be higher than the average single rate, in consequence of many of them being multiple letters. Still I think it will be seen that it is scarcely possible, the prevailing rates being such as I have stated, that the average rate of postage, can be so high as it must be if the Return 201 is correct, namely, 1*s.* 6*d.* per letter. To conclude—Taking into account, first, the great fluctuations in the arrival of foreign and ship-letters; secondly, the narrow basis upon which their postage is calculated, as compared with the number of inland letters; thirdly, that the period taken is at the end of the year, and consequently when the rapidly increasing amount of revenue could not be fairly assumed as indicating the average; fourthly, the temptation to exaggerate, which appears to me to be quite as great as regards the amount of postage as regarding the number of letters (and I am not aware of any check which has been applied to the statement of the postage); fifthly, the sudden augmentation in amount of foreign and colonial postage, as compared with the previous amounts, which, I have reason to believe, were themselves highly estimated; and, sixthly, the improbability of the average rate being so high as 18*d.*: taking all these matters into account, it appears to me to be much more probable that the error, which it is acknowledged on all hands exists in the Return somewhere or other, is in the amount of foreign and colonial postage, rather than in the number of inland letters; and, in confirmation of this opinion, I would call the attention of the Committee to my estimates of inland revenue, and to the fact that, if those are at all correct, then the Return of foreign and colonial postage must be exceedingly incorrect.

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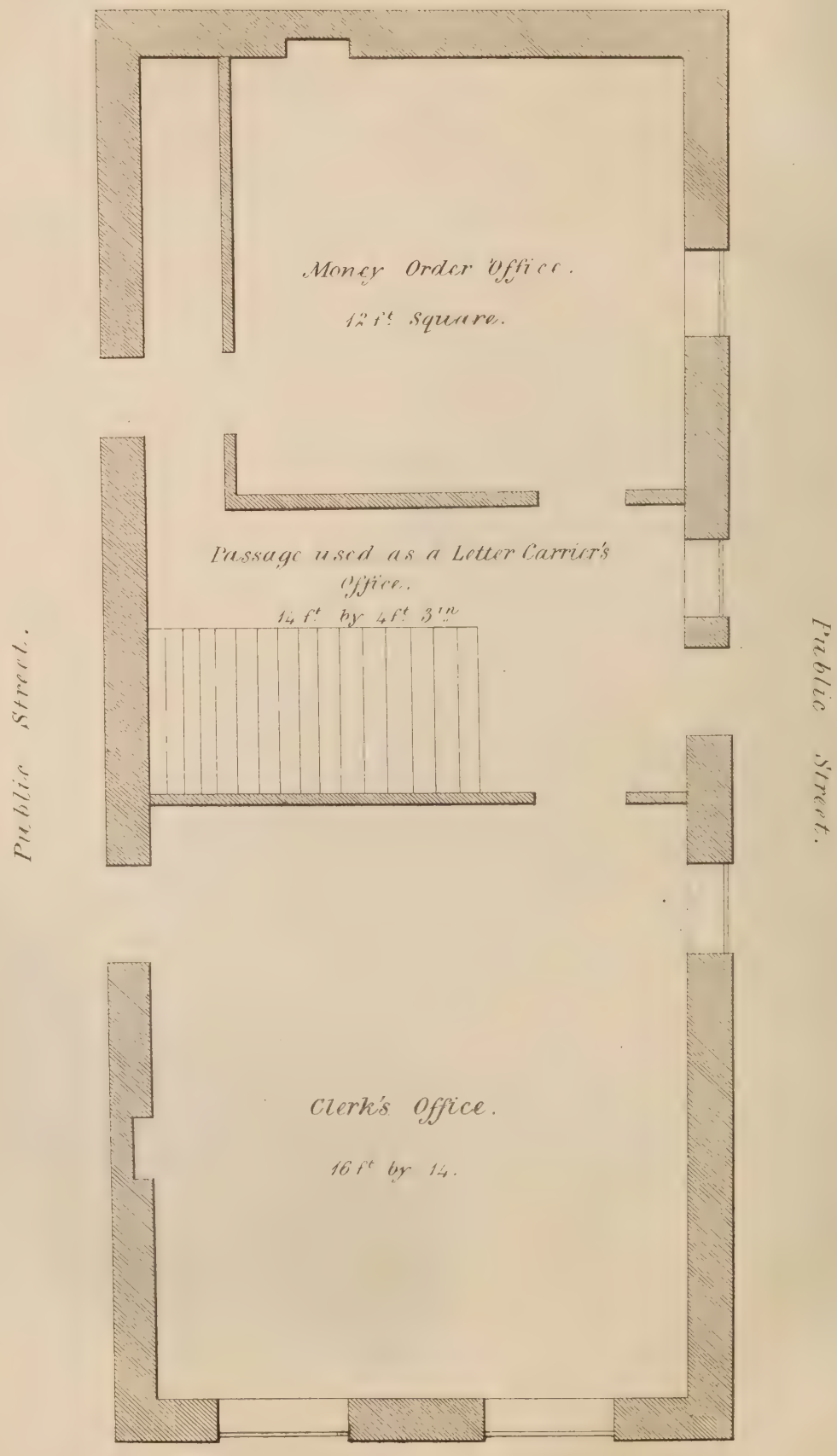
# GROUND PLAN OF THE POST OFFICE, HULL.




J. Basire, litho

564. Ordered by the House of Commons to be Printed 14th August 1843.

James & Luke J. Hansard, Printers.

# APPENDIX.

## Appendix, No. 1.

### REPORT ON THE SECURITY IN THE DELIVERY OF LETTERS, AS AFFECTED BY PREPAYMENT.

Treasury Chambers, 19 November 1839.



It is alleged that the proposed prepayment of letters will render their delivery insecure:—

1. Because the letter-carriers, not having, as now, to account for the receipt of postage, may be tempted to destroy any letters the delivery of which would be attended with much trouble. And,

2. Because letters improperly or imperfectly addressed will occasionally be delivered to the wrong parties, who having paid no postage on them, have none to receive back; and who will therefore, it is presumed, not take the trouble to give them up to the postman, or to forward them to their proper destination.

I at once admit that each of these causes, if unchecked, might lead to insecurity; but checks have been provided in order to counteract that tendency. These checks are, I believe, amply sufficient; but if they should prove much less effectual than may reasonably be expected, I am of opinion that even then the security will be greater than it now is; for though new sources of insecurity will be partly opened, old ones, which are much more copious, will be effectually closed.

In comparing the security under the proposed arrangements with that which now exists, it will be necessary in each case to take into account every kind of insecurity to which the letter is exposed during its progress from the hands of the writer to those of the reader.

The present post-letters amount to almost 87,000,000 per annum, of which about 13,000,000 are now prepaid, and 7,000,000 are franks. It appears, therefore, that 20,000,000 of letters are already exposed to the insecurity, whatever it may be, which results from their being delivered free; and as this class of letters is amply large enough to indicate the danger, if it exist to any appreciable extent, it becomes important to ascertain whether, in the opinion of the Post-office and the public, any peculiar insecurity is attached to them.

The Postmaster-general (2821) says, "there is no doubt an idea in the mind of the public, that post-paid letters are not quite so secure as those that are not paid;" but he does not state that there is in reality any difference. He, however, appears to be of opinion that universal prepayment would produce insecurity.

Mr. Louis (1966) "doubts whether there is equal safety" in the delivery of post-paid letters;" and being asked (1969), "Do you think that the public feel that there is an insecurity with regard to the post-paid letters?" he replies, "I think the public, in some instances, have thought so, particularly in small places. I have known persons have a disinclination to pay the postage, fearing that the parties through whose hands it passed might suppress the letter for the sake of the postage."

Mr. Lawrence, on the other hand, replies as follows: "If the system were introduced of payment beforehand, would that interfere, in your opinion, with the safe delivery of the letters?" "I think not." They would, in your opinion, be delivered with as much safety and security under that system as the present?" "I think so." (1067–8.)

These are the only opinions bearing on the question which I find expressed by gentlemen from the Post-office.

On the part of the public, Messrs. Brankston (4176), Moffatt (4319), and Desborough (5113), each concerned in a very extensive correspondence, state that post-paid letters are as safe in their delivery as those not paid.

On this point the Postage Committee reported as follows: "Prepayment has been objected to on the ground that it would diminish the security for the delivery of letters. Mr. Hill appears to admit that such might be the case, unless precautionary measures, such as giving to the sender of a letter the option, on payment of a small extra rate, of taking a receipt for the letter (a plan for effecting which he describes in detail), were adopted. With these precautions, which appear desirable on other grounds, he shows that the security for the delivery of letters would be augmented; but no evidence has been afforded that post-paid letters, after having once reached a post-office, are less secure of being delivered than other letters." p. 37.

The admission alluded to arose out of my not carefully distinguishing at the time between the danger to which letters are exposed before reaching the office, and that to which they are liable afterwards. It was clearly shown by several witnesses that there is insecurity to post-paid letters on the way to the office, arising out of the present necessity for entrusting messengers with money to pay the postage. With stamps, this necessity would, of course, be obviated, and the insecurity removed.

Appendix, No. 1.

Security in Delivery of Letters, as affected by Prepayment.

An indirect proof of the equal security of prepaid letters, after they have once reached the office, may be drawn from the state of the law, which assumes that a letter has been delivered if it can be shown that it has been posted; and in this assumption makes no distinction between paid letters and franks on the one hand, and unpaid letters on the other.

Prepaid letters are indeed exempt from one risk which the others are exposed to; namely, that of refusal (in ignorance of the contents) by the parties to whom they are addressed; and it is well known that many letters are now prepaid in order to guard against this insecurity.

On a careful consideration of the whole case, I am inclined to think that, under the present arrangements, there is no appreciable difference as regards the security of delivery between prepaid letters (either by payment or franks) and unpaid letters, after they have once reached the post-office; and I have shown that with stamps the present insecurity before reaching the office would be removed. It follows, therefore, as respects a large class of letters, the securities under the proposed arrangements, even without the specific check I have recommended in Post-office reform, would be greater than they now are.

I am aware it is said that the letter-carrier is now obliged to make his round for the delivery of unpaid letters, and that this is the cause of the regular delivery of paid letters; but it appears to me so obvious that under neither arrangement could the letter-carrier possibly omit to make his round without certain detection, that this argument is scarcely deserving of notice.

If the equality in the security of the present paid and unpaid letters were established, further consideration of the general subject would be unnecessary; but as such equality is certainly not placed beyond all doubt, it will be right to proceed with the investigation.

One circumstance in particular is calculated to create doubts as to this equality, viz. the acknowledged insecurity at one time of prepaid letters in the French Post-office*.

* *Vide* my Report on the French Post-office.

I have already stated that the new plan provides securities for the regular delivery of letters, which, in my opinion, more than counteract the tendency of prepayment to introduce irregularity.

It has been clearly established, before the Postage Committee, that the high rates of postage have led to the practice, among commercial men, of leaving the receipt of all but the most important letters—of many containing money even—unacknowledged: that this practice is unbusiness-like, and frequently leads to inconvenience, and that it would therefore certainly be discontinued under a penny rate. It is needless to point out how much this change will tend to secure the punctual delivery of all letters.

Again, the present practice of examining letters to ascertain the number of enclosures, undoubtedly leads to the occasional abstraction of letters in their passage through the Post-office. This source of insecurity will not continue under the new arrangements.

And lastly, it would perhaps not be unfair, in this comparison, to charge the present system with the insecurity to which many letters are now exposed from the irregular modes of conveyance resorted to, as carriers' parcels, occasional and irresponsible messengers, &c. It is true that these are not post letters, but there appears to be no good reason why they should be excluded from the account.

It may be well doubted whether the removal of the causes of insecurity here pointed out (or of even the two first, if it should be thought that the third ought not to be included) would not fully counteract a tendency to insecurity, which might otherwise result from prepayment.

But further security would result from the increased number of letters to be delivered, thus: It is contended that, under the new arrangements, the letter-carrier would omit to deliver part of his letters in order to save himself trouble. Except in country places where the houses lie far asunder, it is manifest that the letter-carrier would save himself but little trouble, unless he omitted to deliver all the letters of some considerable portion of his district. Now, in such a case, the risk of detection, *cæteris paribus*, would be in proportion to the number of letters not delivered; and consequently anything which tends to increase that number, must also tend to increase the risk of detection.

In connexion with this part of the subject I would remark, that if it were made the duty of the letter-carrier, as I have elsewhere proposed, to receive letters on his round, as well as to deliver them, the risk of detection if he omitted to make any part of his round would be still further increased.

The several additional securities which I have enumerated are incidental to the intended reduction in postage; but another, and perhaps more important check has been suggested, which is applicable either to the present or to the proposed arrangements. This check is provided by the system of Post-office receipts, which is described both in my pamphlet and in my evidence. It is as follows:

"The evidence given before the Commissioners of Revenue Inquiry shows the great desirability of some plan which would render it practicable and easy for the Post-office to give, when required, receipts for letters sent to the post.

"In many instances such a plan would be the means of tracing lost letters; oftentimes it would protect the Post-office from needless applications and unfounded complaints; and it would oppose an effectual bar to the fraudulent conduct of servants, who, under the present arrangements, are known, in many instances, to have destroyed letters in order to pocket the postage.

"I propose that every person desiring a receipt should, on taking the letter to the receiving-house, present a copy of the superscription, on which the receiver should stamp a receipt, with the date and his own address; precisely such a stamp as is placed on the letter would suffice.

"I propose

"I propose that the charge for such receipt should be a halfpenny, and that as a means of collecting the same, it should be required that the copy of the superscription should be made on a printed form, to be provided by the Post-office, and to be sold to the public at the rate of a halfpenny each, by the receiver, either singly or in books, as might be required; a certain profit on their sale being allowed by the Post-office, as a remuneration to the receiver.

"These receipts would, I imagine, constitute good legal evidence of delivery; and as they might be made to form a cheap register of all letters despatched by post, many persons would probably adopt the practice of taking them for that reason alone.

"As a large number of persons would probably avail themselves of this arrangement, no small benefit might thus accrue to the revenue.

"I am informed, that precisely such receipts as are here described, except that a printed form is not employed, are given gratuitously in the presidency of Madras.

"A recent Parliamentary Return (1837, No. 497) of alleged Losses in the Post-office for the Eight Years ending with 1836, as respects England and Wales, shows in a strong point of view the necessity for some such arrangement as the above. The Return consists of 81 folio pages, closely printed in double columns, and contains upwards of 10,000 entries. The total amount of property is not stated in the Return, but it has been estimated by Mr. Wallace at 618,951 *l.* The variety of the claims is no less remarkable than their extent; one missing letter is said to contain a bill of exchange to the amount of 28,750 *l.*; while in another, the enclosure is 'three dozen birds' eyes.'"

I am assured by solicitors and others that under this arrangement they should, for the sake of registering their letters and obtaining legal evidence of their having been posted, (which is presumptive evidence of their having been delivered), take receipts as a matter of course; every letter-carrier would therefore know that, in all probability, receipts had been taken for many of his letters, and that if any of these letters were not properly delivered, inquiry and detection would almost certainly follow. But as he would have no means of distinguishing the receipted from the unreceipted letters, he would be careful to deliver all.

It may, perhaps, be said, that although the plan of receipts may enable us to determine the fact that a letter has been lost in the Post-office, it does not enable us to decide who is to blame for such loss. Practically, as I shall proceed to show, the plan of receipts, with certain other checks, will enable the Post-office to decide that question.

Let a ledger account be opened with every sorter, letter-carrier, &c. in the service of the Post-office, and when the fact that a letter has been lost has been well established, let an entry be made against the name of every person through whose hands this letter should have passed. With good arrangements it will always be possible to ascertain these parties, provided the address of the letter, and time and place of posting it are known; and this information the receipts will supply. A single entry against any name would of course not justify even a suspicion of neglect; but if at any time two entries should appear against the same name and against no other, (the most probable result), thus showing that two lost letters, though passing through different channels, had come into the hands of the same man, suspicion would fairly attach to that man; and if similar appearances should arise with regard to those letters, the probability of his guilt would amount to practical certainty.

As soon, however, as two entries appeared against the same name, measures might be adopted for placing the guilt or innocence of the suspected party beyond a doubt, and this without his knowing that he had been suspected. The names would vary slightly, according as the suspected party was a sorter or a letter-carrier, and the suspected cause of irregularity, the value of the contents of the letters, or the trouble attending their delivery. In the present instance, I have to deal with letter-carriers, and with the latter cause of irregularity only.

Let letters, each containing a request that it may at once be acknowledged by writing to the London office, be addressed precisely in the same manner as the two lost letters, but posted so as to reach the suspected letter-carrier through channels different from each and from those through which the former letters passed. If these letters were not duly acknowledged, the presumptive evidence would be very strong against the letter-carrier; but as there might possibly be neglect on the part of those to whom the letters were addressed, personal inquiry should be made either through the deputy-postmaster or the surveyor of the district before the letter-carrier's dismissal. If these inquiries were made speedily there would be no difficulty in ascertaining whether letters containing so remarkable a request had or had not been received.

Other means, varied according to circumstances, might be adopted; for instance, a number of letters with fictitious addresses might be sent into the district, and notice taken as to whether or not they were all returned, as they ought to be, to the dead letter-office; or when the deputy-postmaster was himself above suspicion, he might be directed occasionally to make an exact list of the letter-carrier's letters, and to send a trustworthy person round to ascertain whether all had been properly delivered; or the letter-carrier might be required to keep such an account as is suggested by Mr. Arbuthnot in the accompanying letter.

In rural districts, where the temptation to neglect the delivery of letters would be strongest, such an account would be kept with comparatively little trouble.

The means which, as I have shown, the new arrangements afford for securing the punctual delivery of letters will not only check irregularity on the part of the letter-carrier, but will guard against the other danger which has been apprehended, namely, of the letters being kept by parties for whom they are not intended, but to whom they have, by mistake, been delivered. The inquiries which will result from the non-acknowledgment of the letters,

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especially where receipts have been taken, will lead to the detection of such offenders, and even if there were no punishment for the offence (as there might be), the letter-carriers would soon learn to avoid them; indeed, if held to a strict responsibility themselves, the letter-carriers would at all times be careful not to leave incompletely addressed letters in the hands of any but respectable persons. They would wait to see them opened, or call again after completing their rounds; and after all, it must be remembered that this species of insecurity attaches itself to imperfectly addressed letters only. If such letters prove to be really insecure, greater care will be taken in the address, and a foolish affectation, which is now the source of serious trouble to the Post-office, will be discouraged.

As respects security in general, it appears then that the great object to be aimed at is to improve the responsibility of the Post-office functionaries by making the detection of any irregularity as certain as possible, and in every instance of gross negligence by dismissing the offender from the service.

Let the appointments to the Post-office in all cases be confined to those who have established a character for probity and conscientiousness (a precaution necessary, not only on account of the duties now under consideration, but because under any arrangements the letter-carriers and others must be entrusted with letters containing occasionally considerable sums of money); and let them be sufficiently paid, and dismissal from the service, accompanied as it would be with loss of character, would be an infinitely heavier punishment than the loss of a few fourpenny or fivepenny postages—the penalty on which so much reliance is now placed. In other walks of life, it is not considered necessary to have recourse to trifling penalties in order to secure a conscientious performance of duty. Merchants' and and bankers' clerks are exposed to much greater temptations than those under consideration; they are not held responsible by a system of petty fines, and yet how rarely does it happen that they abuse the confidence placed in them. It may, perhaps, be said that they are a superior class of men to the letter-carriers; but the same cannot be said of the ticket porters of London and the caddies of Edinburgh, in whom it is notorious that great confidence may be placed with perfect safety.

Indeed, I think there can scarcely be a doubt that the check, on which, when strengthened by the means which have been indicated, I am disposed to rely, is that which under present arrangements is the one which operates with the greatest effect; that the punctual delivery of letters is even now secured, not by the postage penalty, which does not extend at all to a large class of letters, and which, as respects a still larger class (the 1*d.* and 2*d.* letters), is so small as to be scarcely operative, but by the incomparably greater penalty, loss of employment and character. If any doubt exist as to which is most effectual, it clearly arises out of the uncertainty which now attends the latter. The object to be aimed at then, is as much as possible to reduce that uncertainty; this I have endeavoured to accomplish, and I hope have succeeded to an extent which will make the delivery of letters more secure than it now is.

But I am not bound to show that the new arrangements will afford greater security in the delivery of letters than the present. If the advantages of increased economy in Post-office management, greater certainty in the collection of the revenue, and a more speedy delivery of letters be obtained without diminishing the security of delivery, prepayment will have fulfilled all the hopes that have been held out.

(signed) *Rowland Hill.*

To the Right Hon. the Chancellor
of the Exchequer, &c. &c.

## Appendix, No. 2.

### REPORT ON THE REGISTRATION OF LETTERS.

Sir, 17 February 1840.

Appendix, No. 2.

Registration of Letters.

In the present state of the Post-office, I do not propose the immediate adoption of any system of registration, but I wish to show that if the plan of receipts, which I have recommended in my "Report on the security in the delivery of letters, as affected by prepayment," dated 19th November 1839, should be objected to on the ground of its incompleteness, a system of registration might be adopted, which, though perfectly effectual, would not be attended with much trouble.

The Post-office Commissioners, in their Tenth Report, strongly recommend that any one should be allowed, on paying a fee of 2*d.*, to have a letter registered; and they further advise that the Post-office should insure the delivery of such letter, under a fine of 5*l.*, an arrangement similar in principle to the one which is established in France.

In the course of their inquiry, the Commissioners examined many gentlemen from the Post-office, among others Col. Maberly, Mr. Bokenham, and Mr. Smith, all of whom were favourable to the adoption of such a system, except perhaps that they do not approve of the liability of the Post-office.

By the Act 1 Vict. c. 34, s. 25, the Postmaster-general, with the consent of the Treasury, is authorised to establish a plan of registration, to determine the fee, &c., but it is expressly enacted that the Post-office shall not be liable.

The plan of registration which I would recommend differs but slightly from that described by Col. Maberly in his evidence before the Commissioners of Inquiry (p. 18). It is as follows:—

A room

It was not till after the date of this Report that I learnt that a plan of registration was actually arranged in 1838 between the Postmaster-general and the Treasury. The fees fixed upon were 2*d.* for General-post letters, and ½*d.* for

Twopenny-post Letters.—(*Vide* Postmaster-general's Letters of 12th July and 28th August 1838, and the Minutes of the Treasury thereon, with the Papers relating to the Money-order Office.)

A room in St. Martin's-le-Grand, with a window accessible to the public, to be given up entirely to the management of registered letters.

A clerk of tried integrity to be nominated for the duty. If assistants are necessary, the same to be selected by the principal, in order that he may be effectually held responsible for the whole duty.

Any one desiring a letter to be registered must present it stamped at the proper office, pay the fee (say 2*d.*), which may be done by using an additional stamp, and take a receipt for the letter, such as I have already recommended, that is to say, he must present a copy of the address, on a receipt form, which will be stamped with the day-stamp of the registration office, and returned to him. The letter will be struck with the same stamp.

The registration officer must be provided with proper boxes, one for each town, into which the letters will be assorted.

When the office closes for the receipt of letters, a list of the addresses must be made in a book. As the letters will be assorted for towns, all that will be necessary will be to write the name of the town, and below that the names of the parties to whom the letters for the particular town are addressed. The names of the streets, &c. may be omitted.

When the list is complete, a transfer of the whole must be made with a copying machine. The transfer must then be cut into separate lists, one for each town, and each list stamped with the day-stamp of the office.

All the letters for each town must then be put with the list into one cover, having the words "Registered Letters" printed outside. This cover must be addressed to the postmaster of the town, and stamped with the day-stamp of the office.

The registration clerk will then distribute the several packets of letters to the "clerks of divisions" (I believe they are called), taking a receipt from each in his book. This receipt will of course be for the packet only.

The clerks of divisions will enter the packets on the letter-bills and enclose them in the mail-bags.

The deputy postmaster, on receiving the packet, will compare the registered letters with the list, take a receipt on the same, or if the number be large an acknowledgment for so many registered letters, from the several letter-carriers, who will discharge themselves of responsibility by obtaining the receipts of the parties to whom the letters are addressed, printed forms being used for this purpose. The deputy postmaster will acknowledge the receipt of the registered letters by returning the letter-bill.

Letters inwards to London must be treated much in the same manner. The registration clerk will give his receipt for the several packets, open them, assort the letters for delivery, and take the receipts of the letter-carriers, &c. in the same manner as a deputy postmaster.

Under this arrangement the trouble in the forward offices will not, I think, be serious, and the fees will justify some addition to their force if found necessary.

The branch offices and receiving houses in London might take in registered letters (enclosing all from the same office in one packet), which would be received and acknowledged by the registration clerk in St. Martin's-le-Grand. At first, however, it might be judicious to confine the receipt of registered letters to the principal and branch offices.

The plan of registration herein indicated is not intended to supersede the system of receipts, but to be in addition thereto.

Another plan might with advantage be adopted, either as a substitute for the registration of letters, or in further addition thereto.

*A. B.* writes to *C. D.* and wishes to know whether or not his letter will have been delivered (one can easily conceive of many circumstances under which this information would be important). He copies the address inside of two stamped covers, the first, after stating the object he has in view, he addresses to the postmaster of the town where *C. D.* lives; the second, which he encloses in the first, he addresses to himself. There can be no objection to his enclosing the letter to *C. D.* also in the cover addressed to the deputy postmaster if he thinks proper, but the stamp outside must be sufficient for the whole packet, otherwise trouble will arise in the Post-office, and it must not frank either of the enclosures. In any case all these letters must be dispatched by the same post.

Under these circumstances, let it be the duty of the deputy postmaster if possible to obtain a receipt for the letter from *C. D.*; or if this cannot be done, a mem. on his copy of the address from the letter-carrier as to the delivery of the letter, and to underwrite the letter addressed to *A. B.* with words to this effect, "The letter addressed as above has been delivered," or "The letter addressed as above cannot be delivered, because," &c., signing his name and dispatching the letter to *A. B.*, if possible, by return of post.

As this arrangement would cause little trouble to the Post-office, the postage of the two additional letters would probably be a sufficient fee, if not, an extra fee (in stamps) might be required.

Whether the system of registration be adopted or not, I am inclined to think that it would be well immediately to give the public the advantages of this arrangement.

I have, &c.
(signed) *Rowland Hill.*

To the Right Honourable
The Chancellor of the Exchequer,
&c. &c. &c.

Appendix, No. 3.

Registration of Letters.

15,602.
No. 51, p. 100.
No. 48, p. 126.

## Appendix, No. 3.

LETTER from the Postmaster-General to the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

Your Lordships are aware that it was considered necessary by my predecessor and the Chancellor of the Exchequer, upon the commencement of the "General Penny Postage," to discontinue the system of entering letters containing coin and jewellery; which, from the great increase in the numbers of such letters that had taken place under the "Two-penny-rate of Postage," it was evident could not be persevered in without throwing the whole service into confusion. This step having been decided upon, every exertion was made, both by advertisement and the circulation of handbills, to warn parties of the insecurity of transmitting money through the post; but, notwithstanding these measures were employed to a degree unprecedented in the department, the public could not be prevailed upon to give up the hazardous practice; it became consequently the painful duty of my predecessor to bring from time to time under your Lordships' notice the numerous applications for missing letters, together with his conviction that, in many cases, they were caused by the dishonesty of those employed in the office; and it was suggested to the Treasury that the introduction of a system of registration, and a still further reduction in the commission taken upon money orders, were the measures which occurred to him as best fitted to remedy the evil. In spite, however, of the adoption to a considerable extent of the system of registration, and of the enormous increase of money orders, the practice of sending coin, &c. through the post still prevails, and depredations continue to a great extent. These letters are still so numerous that it would be impossible to enter them according to the plan formerly pursued, without largely increasing the time consumed by the mails in their several journies; it therefore appears to me the time has arrived when stronger measures must be resorted to, and, as all attempts to put down the practice of sending coin in letters, by granting increased facilities for transmission in a different manner, have failed, that restrictive measures should now be tried, as the only method of protecting the public against the consequences of their own imprudence. With this view, therefore, I would suggest to your Lordships the propriety of establishing a compulsory registration of those letters which are supposed to contain coin and jewellery, and that the same fee shall be taken on the delivery of the letter by the letter-carrier as is now received from the sender of a letter that is brought to the office for registration: a measure which will not only have the effect of diminishing the number of money letters, but of affording security to parties who may still forward them through the post in defiance of the warnings of the department. It is with great reluctance that I make this proposal to your Lordships, as I fear the measure may at first be considered a severe one; still, looking at the vast increase of losses now taking place, as compared with those sustained before the introduction of the "General Penny Postage," I feel it my duty to take any measures that may enable me to arrest the evil. From the enclosed list of applications for missing letters containing property, for the last five years, your Lordships will perceive the fearful augmentation of such cases; while so great is the carelessnesss and ignorance of the public, that I have no hope of much diminution after the measures that have already been adopted, without the application of some strong remedy such as I have suggested. Your Lordships will also see, from the return of prosecutions which I forward with other papers, the great increase of crime in this department for the last two years; and even on this ground I would not hesitate to submit a measure which must have the effect of repressing such offences, by confining the letters while passing through the post to fewer hands, and those capable of being ascertained, and thus increasing the probability of detection. No fresh laws will be necessary for the registration, the solicitor being of opinion that I possess, with the consent of your Lordships, under the 3d & 4th of Vict. c. 96, s. 39, ample powers to cause these letters to be registered, and to demand a fee for their registration. Some difficulty may arise in the first instance owing to the number of letters it will be necessary to register, and some delay will probably take place at the various large forward post-offices in the kingdom, to the inconvenience and obstruction of the correspondence, before the public shall be well acquainted with the practice. Should all letters containing coin and jewellery at present passing through the post be entered, it would be impossible to carry on the service without so large a sacrifice of time at the forward offices that it would never be consented to by the public; but as the fee of 1 *s.* for registration has fully answered the object of limiting the number of letters presented to the office for that purpose, I trust that the same effect will be produced when it is demanded on the delivery of these letters. I have less difficulty in dealing with the subject now than would have been the case on the introduction of the Penny-postage, as, owing to the increased use of the Money-order Office, and owing to the losses the public have sustained, the letters containing coin are reported to be much less numerous at present, by the practical officers of the department. But even now I should hesitate to recommend the entry of such letters, if I were not of opinion they would be much diminished in number by the demand of the fee of 1 *s.*; as, except for a short period during which the obstruction may be borne with, I would not suggest the measure if it was to be effected at so serious a sacrifice as the general delay of the correspondence of the country. I trust, however, that this evil will be but temporary, and that any increased pressure may be met by additional force at a small expense, during the short time it may happen to be felt; and I entertain little apprehension for the result. I therefore submit the matter for your

Lordships'

Lordships' favourable consideration. Little injury can be sustained by the service from the experiment for a short time; while, if upon trial it shall be found that the cases of coin being forwarded are too numerous, and that the system cannot be carried on without the sacrifice of greater advantages, it will be easy to raise the amount of the fee, and by thus further restricting the number of letters, to confine the plan within such limits as shall be consistent with the nature of the service.

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I beg to recommend, therefore, that after full warning shall have been given by advertisement and the circulation of handbills of the regulation intended to be introduced, that I may be authorised to subject all letters which may be supposed to contain coin or jewellery to the same checks as if they had been duly registered, and to demand a fee of 1 *s.* on their delivery to the party entitled to receive them. I annex a Schedule of the accounts which I have now enclosed for your Lordships' information, in illustration of the subject.

I have, &c.
(signed) *Lowther.*

General Post-office,
29 October 1841.

No. 1.—Account of the Number of Money Letters sent through the Inland Office in London, during the five years ended 1st January 1840.

No. 2.—A Return of the Number and Amount of Money Orders issued, and also the Number and Amount of Money Orders paid, within the Three-mile Circle in London, for the Quarter ended 5th October 1839 and 5th October 1841.

No. 3.—A Return of the Number of Criminal Prosecutions instituted by the Post-office in the Years 1837, 1838, 1839, 1840, and between the Months of January and October 1841, inclusive.

No. 4.—A comparative Statement of the Number of Money Letters sent through the Inland Office in the Weeks respectively ending the 14th, 21st, and 28th December, in the Years 1837, 1838, and 1839.

No. 5.—A Summary of the Number of Cases of Missing Letters, which have occurred from the 5th of January 1837 to the 5th January 1841, and which have been applied for through the General Post-office in London, containing Money, &c.

## Appendix, No. 4.

Appendix, No. 4.

### FURTHER REPORT ON THE REGISTRATION OF LETTERS.

Sir, 11, Downing-street, 24 November 1841.

In conformity with your instructions, I have the honour to submit for your consideration my views with reference to the proposals contained in the Postmaster-general's letter of the 29th October, for "establishing a compulsory registration of those letters which are supposed to contain coin and jewellery."

At present any letter is registered on payment of 1 *s.* by the sender, but not otherwise. The number of registered letters is very small, being only about 60 per day of the general-post letters posted in London, or less than one in 1,500.

It is proposed to register all letters supposed to contain coin or jewellery which may have been posted without registration, and to charge the fee of 1 *s.* on their delivery.

The object in view is to prevent depredation on the Post-office (now carried to an alarming extent): first, by inflicting a penalty on the sending of money-letters, and thus reducing their number; and secondly, by making those which may still be sent more secure.

A large reduction in the number of money-letters is expected; without this, it is thought that registration would be impracticable; and it is intimated that, if the reduction in number should be insufficient, it may be necessary to raise the fee.

The circumstances which led to so alarming an amount of depredation in the Post-office are stated; they are briefly as follows:—Previously to the commencement of the General Penny Postage, all letters supposed to contain coin or jewellery were registered gratuitously, as a security against their loss. Under the fourpenny rate the number of these letters increased greatly; and apprehensions being entertained in the Post-office that the further increase under the penny rate would be such as to make their registration impracticable, it was decided by the Postmaster-general, with the concurrence of the Chancellor of the Exchequer, to discontinue the practice. At the same time, much was done by the Post-office to warn parties of the insecurity of the post for the transmission of money, and to recommend the use of money-orders; but, owing partly to the trouble and expense then attending such orders, partly to the comparative limitation of the system (there being even now a large majority of post-offices, though chiefly in small places, at which money-orders are neither issued nor paid), and partly to the habitual carelessness of a portion of the public, the number of money-letters greatly increased; and the previous checks having been removed, the amount of depredation increased, no doubt, in even a greater ratio. After a while, the money-order system was improved, the commission greatly reduced, and the present plan of registration adopted. These changes appear to have reduced the number of unregistered money-letters; still the amount of depredation is such as, in the opinion of the Postmaster-general, to call for further and more stringent measures.

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In this opinion, as well as in the fairness of the principle laid down by his Lordship, of making the registration of money-letters compulsory, I entirely concur. If the only evil in the present state of things were an occasional loss to parties who, having the alternative of a safe and economical mode of remitting money, prefer running a risk which they are cautioned against, there would perhaps be no great objection to waiting the operation of the penalty thus resulting, in the hope that in time the evil would cure itself; but the chief evil is that which results from the temptation to which the servants of the department are inconsiderately exposed; a temptation which it is to be feared is gradually undermining the discipline of the Office. Whatever, therefore, is to be the specific mode of correcting the evil, the necessity of resorting to some decisive measure appears evident.

Before considering the best mode of meeting the present exigency, I beg permission to refer for a moment to the suggestions which I made in an earlier stage of the business.

When I learnt that the registration of money letters had been discontinued (which I did with extreme regret, being fully alive to the probable consequences), and when I had satisfied myself that it would be useless to urge on the Post-office (then undoubtedly suffering great pressure in consequence of the recent changes) the establishment of a registration, even though accompanied by a moderate charge, I did my best to obtain the adoption of my plan of "receipts for letters," (described in my Report of 19th November 1839,) as the best substitute for registration which appeared to me at that time to have any chance of being reduced to practice. As, however, this plan was wholly discouraged by the Post-office, its adoption was indefinitely postponed.

Afterwards, when it was proposed by the Post-office to establish registration with a fee of 1 *s.*, I strongly recommended a lower fee, in the expectation, which has since been realised, that so high a fee would greatly restrict the benefit of the measure; but the Post-office entertaining strong objections to any diminution in the fee, and the Chancellor of the Exchequer having approved of a suggestion of mine to make a large reduction in the commission on money orders part of the measure, and obtained thereto the ready acquiescence of the Postmaster-general, accompanied by a recommendation as to the specific reduction subsequently adopted, I advised that the proposed registration fee of 1 *s.* should be acceded to by the Treasury as a first step, on the understanding that a more comprehensive system would be brought under consideration as early as practicable.—(*Vide* Lord Lichfield's Letter of 22d October 1840, and the Treasury Minute thereon).

From the above statement it follows as an almost necessary consequence, that I consider the plan now proposed for the compulsory registration of letters supposed to contain money, as open to some modifications; and I think such modifications may be made as will not only tend greatly to increase the efficiency of the plan, but do much to save it from the unpopularity which the Postmaster-general appears, reasonably I think, to apprehend.

The modifications which I am about to recommend, are proposed with the view of obviating the following objections:—

1st. The difficulty, and in many cases impossibility, of ascertaining whether a packet contains coin or not; a difficulty much enhanced by the low rates at which heavy packets are now conveyed, and which would be still further increased by the temptation to conceal the contents, which the proposed plan would create. This difficulty would, I apprehend, in practice either render the plan almost inoperative, or lead to a registration fee being charged on nearly all heavy packets, whatever may be their contents. This, it is scarcely necessary to say, would restrict an important source of Post-office revenue, and lead to endless complaints and applications for remission of the charge.

2d. The operation of the check does not commence sufficiently early. It obviously affords no security to the letter on its way to the office, nor will it prevent fraud on the part of those through whose hands it first passes after it has reached the office. The importance of obviating these objections, if practicable, is shown by the great number of alleged losses which occurred under the old system of registration, from which the proposed arrangement appears to differ only in charging for that which was before done gratuitously. The extent of the evil under the old system will be seen by referring to Enclosure No. 5 of the papers now under consideration, or more fully by an examination of Return 497 of Session 1837. There can be no doubt that, as stated in a note to the enclosure, many of the missing letters never reached the Post-office; and it is exceedingly desirable that the department should, if possible, be protected against the trouble and annoyance of unfounded complaints.

3d. The plan does not extend to letters containing bank notes or bills of exchange, which formed an important part of the alleged losses under the old system.

The modifications in the plan which I am desirous of recommending with the view of obviating these objections, aim at making the sender of the letter, who alone can be fully informed of its contents, do that which shall be equivalent to a declaration on his part as to whether the letter contains money or not.

To effect this, let it be notified in the most ample manner to the public, that the Post-office does not undertake the conveyance of letters containing money or jewellery unless previously registered; and let a notice be placed over every letter-box to the following effect:—"Letters containing money or jewellery must be given in at the window."

Let the registration fee for all letters, whatever may be their contents, be fixed as low as practicable; say 6 *d.* in the first instance, to be reduced still further as soon as possible.

If, notwithstanding the notification to the contrary, any letters which unquestionably contain money or jewellery should be dropt into the box, let them be registered as proposed by the Post-office; a double fee being charged on their delivery.

Considering the extent to which the present double charge on delivery operates to promote the prepayment of postage, it appears reasonable to expect that under the arrangement now

now proposed, by far the larger proportion of money-letters would, after a short time, be given in at the window; and if so, it is manifest that, as regards this large proportion, the objections above enumerated would not apply, and the security afforded would be almost perfect; while, as regards the small remainder, viz. the letters dropped into the box, the security would be nearly the same as under the arrangement proposed by the Post-office.

But, besides increasing the security of the larger proportion of money-letters, the arrangements now proposed would afford the Post-office a complete answer to all complaints of the loss of money-letters, except as regards such very few as might be lost even though registered by the sender; thus, the complainant would be asked to show his registration receipt, and if unable to produce it, it would be obvious that the letter, if posted at all, must have been dropped into the box in direct opposition to the known regulations of the Post-office; and, under such circumstances, the Office would be fully justified in acting as though no such letter had been committed to its care.

The modifications now recommended in the plan proposed by the Post-office will, I think, greatly enhance the security afforded. It is not to be expected that the security will be made perfect; such a result is, I fear, unattainable.

But a most important consideration is the amount of fee to be charged. If the amount be fixed so high as 1 *s.*, a great temptation will be created, whichever plan of registration may be adopted, to disguise the contents of the packet, with the view of escaping the registration fee; the practicability of such disguise, without much increasing the weight of the packet, I have ascertained by actual experiment. It is true that this disguise would, to some extent, be a security against depredation; but a dishonest letter-carrier would resort to means of ascertaining the real contents of a packet, which could not be practised in the ordinary dispatch of business. But not only with reference to the particular object now under consideration, but as regards the general correspondence of the country, the importance of a cheap system of registration is undoubted, and was fully acknowledged both by the Treasury and the Post-office, when on a former occasion (in 1838) it was determined to establish a general system of registration at fees of 2 *d.* in the General-post, and one halfpenny in the Twopenny-post. (*Vide* Postmaster-general's letters, 12th July and 28th August 1838, and the Treasury Minutes thereon; *see* also his Lordship's letter of March 10th, 1840, for a statement of the reasons why the system was not carried into effect.)

The reason assigned for a high registration fee is not the cost of registration to the office (for the low fees just named were held to be sufficiently remunerative, and if so with the comparatively restricted correspondence at that time, *à fortiori* would they be remunerative now), but simply the supposed necessity of keeping down the number of registered letters, lest they should retard the dispatch of the mails, and especially their progress through the "forward offices."

Fully admitting the great importance of avoiding such delay, I beg to remark, first, that the present number of registered letters is considerably less than it was under the old system; and, secondly, that although the arrangement now proposed would undoubtedly add greatly to that number, it may reasonably be doubted whether a registration fee of 6 *d.* would give a larger number of letters under the present rates of postage than a fee of 2 *d.* would have given under the old rates. Besides, as the strength of the several offices can be increased, if necessary, I submit that the only practical question is, whether the fee will be remunerative; and that even the low fee of 2 *d.* would be sufficiently remunerative, has already been fully conceded.

But considering the great importance of extensive registration, as tending to the security of the general correspondence, and looking at the same time to the necessity, in some offices, of disposing of the registered letters, however numerous, in a short space of time, it is manifest that simplicity in the mode of dealing with them is an object of the highest importance. I am not very familiar with the details of the method now practised, but there is reason to think that it is unnecessarily complex. A report from Mr. Churchill, one of the surveyors, enclosed in the Postmaster-general's letter of the 13th January 1841, contains the following statement: "The operations of registering are numerous; for instance, copying the address fully and distinctly five times; 1st. in the check-book; 2d. receipt; 3d. on the envelope; 4th. in dispatch-book, with statement in what bag forwarded, when, and by whom; 5th. on the letter bill, besides the receipt and amount of postage to be kept, the taxing and stamping of the letter, and the marking of it 'registered letter.'"

Assuming that this statement applies to the plan of registration as generally practised, I cannot but think that some of the modes of simplification, which have been suggested by the practical officers of the Post-office (*vide* Tenth Report of the Commissioners of Post-office Inquiry), of some of which I have availed myself, in my former Report on Registration (17th February 1840), to which I beg to refer, may be adopted with great advantage.

It has been said that a low registration fee is objectionable, inasmuch as it would tend to diminish the use of money-orders; but this objection does not appear to have been felt in 1838, although the commission on money-orders was then much higher than it now is; and besides, it should be remembered, that registration does not, like a money-order, make the Post-office responsible for the money entrusted to its care; and that as the money-order system is by no means co-extensive with Post-office distribution, there are many cases in which the alternative of a money-order does not exist.

The consideration of this circumstance induces me to request your attention to the great importance, as connected with the security of the correspondence, of making the money-order system as extensive and perfect as possible. The enormous increase of money-orders within the last two years (which, as shown by Enclosure No. 2, has been in London nearly thirteen-fold in number, and fifteen-fold in amount), shows the avidity with which the

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public avails itself of the system; and while this increase affords satisfactory proof of the great value of the changes already made, it offers encouragement to still further improvement.

In connexion also with the subject of this Report, I am desirous of again requesting attention to the plan of "receipts for letters" already referred to, and of earnestly recommending its adoption, as affording an important aid to registration, and as tending in itself to give security to the correspondence, to repress unfounded complaints, and to assist materially in tracing lost letters. While it possesses these advantages, it would undoubtedly more than remunerate the Post-office for the small trouble attending its adoption; and inasmuch as it could not possibly interfere with the progress of the mails, it is free from the objection so strongly felt by the Post-office against any extensive system of registration.

The form which I have recommended for receipts, with the addition of the notification requiring that letters containing money or jewellery should be registered, (which should be printed in a conspicuous manner), would serve also for the receipt given on the registration of a letter; an arrangement which would in effect add a halfpenny (the proposed price of the receipt form) to the registration fee. In either case the letter would be brought to the window with a copy of the address written on the receipt form; the window-man would require two hand-stamps, one containing the words "Registered letter," in addition to the address of his office and the date, the other containing the words "Neither money nor jewellery," in addition to the address and date; and he would strike the receipt with the first of these stamps if the letter was registered, and with the second if simply acknowledged.

The use of receipts would, I am of opinion, bring a large proportion of the more important letters to the window, which would give the window-man an opportunity of inquiry, whenever they appeared to contain money or jewellery, and of insisting on their registration, if necessary.

It is obvious that the presentation of one of these receipts on the loss even of an unregistered letter, would afford important aid in tracing it, inasmuch as it would show, beyond all question, the manner in which the letter was addressed, when and where it was posted, and by varying the stamps when two or more window-men are employed in the same office, by whom it was received. Without such evidence in an indisputable form, a lost letter cannot be traced with effect; and such being the case, it appears to me that it would be much better to advise the public of the fact, and when a receipt is not presented (except, perhaps, under very peculiar circumstances, as for instance, the establishment of the facts of the case by affidavit of the person who actually posted the letter,) to decline inquiry as unavailing. Another reason for this course is, that inquiry made on uncertain information not unfrequently tends to cast suspicion on servants of the Post-office who are altogether blameless.

It may, perhaps, be thought that the economy and partial security of the proposed receipts would induce the public to prefer them to registration in case of money-letters; to some small extent such an effect might be produced; but a moment's consideration will, I think, show that such a practice must be accompanied by a concealment of the contents of the letter, equally practicable in the absence of receipts; besides which, any allegation of the loss of money or jewels would be contradicted by the receipt itself.

For a more detailed statement of the advantages which I anticipate would result from the plan of receipts, I beg again to refer to my Report of the 19th November 1839.

With regard to the mode of introducing the plans now proposed (should they fortunately meet with approval), I beg to suggest that the better course will be, in the first instance, to confine their operation to the London office, and then to extend them to Dublin and Edinburgh, and gradually to other parts of the kingdom, leaving it to be determined by experience, whether eventually to include the cross-posts or not. As suggested by Sir Edward Lees, (Tenth Report of the Commissioners, page 27), by submitting in some cases to delay, registered letters may be conveyed between all parts of the United Kingdom, even though the cross-posts be avoided; and I would add, that should the difficulties of registration appear on trial to be greater than I anticipate, it would be quite practicable to confine registered letters to bags dispatched from or to the metropolis (of each kingdom), and yet to preserve the communication by registered letters unrestricted as to extent. Under such an arrangement as this, the pressure in the forward offices would, I imagine, be trifling. It is true that there would, in many cases, be great delay in the progress of a registered letter, though less, on the average, I imagine, than that to which the ordinary correspondence was subjected before the establishment of railways and day mails, even if no exceptions were made, as they might be with regard to the more remote parts. Still any possible delay would, I submit, be a much less evil than either the present insecurity or an excessive registration fee. If such a restriction as that now suggested should be adopted, it would of course be important, in order to avoid complaint, to inform the public of the chance of delay, which information might be conveniently given through the medium of the receipts.

It is, perhaps, unnecessary to observe, that although I consider it highly important that the adoption of "receipts for letters" and the extension and perfection of the money-order system should be concurrent with the establishment of an improved system of registration, yet, that if any urgent reason exist for introducing the three measures separately, such an arrangement is of course practicable.

The introduction of the preceding measures will, no doubt, be attended with many serious difficulties; but unless it can be shown that these difficulties are insuperable, I submit that they form no just ground of objection. After a very careful consideration of the whole subject,

subject, I am of opinion that nothing short of what has been here proposed will give security to the correspondence; and, holding that opinion, I feel it to be my duty respectfully but earnestly to urge my views on your attention, and with permission, on that of the Post-master-general, in the hope that the necessary effort may at length be made for giving to the correspondence of the country that security which the reputation of the Post-office and the reasonable expectations of the public alike demand.

To the Right Hon.
The Chancellor of the Exchequer,
&c. &c. &c.

I have, &c.
(signed) *Rowland Hill.*

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Sir, Downing-street, 24 November 1841.

As the improvements recommended in the accompanying Report may possibly encounter serious objection on account of the difficulties attending their introduction, and as I am nevertheless most anxious to establish such plans as will relieve the present arrangements from the charge of insecurity, I beg leave, subject to your approval and that of the Post-master-general, to offer my services, on being furnished with the requisite aid and authority, for the organization and (till fully established) the execution of the measures now proposed. Under such an arrangement the difficulties of the undertaking will of course devolve on myself, and I shall fairly be considered responsible for the accomplishment of what I hold to be perfectly practicable, viz. to give reasonable security to the correspondence of the country, without interfering with the progress of the mails, and without subjecting the Post-office to any expenses which will not be fully met by the collection of the moderate fees which I have recommended.

Earnestly hoping that the offer which I have taken the liberty to make may meet with approval,

I have, &c.
(signed) *Rowland Hill.*

To the Right Hon.
The Chancellor of the Exchequer,
&c. &c. &c.

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## Appendix, No. 5.



Supplement to the "Further Report on the Registration of Letters," dated 24 November 1841.

Sir, Downing-street, 4 December 1841.

As the chief objection to a reduction of the registration fee appears to be the anticipated difficulty of managing the registered letters in the London evening dispatch and in the large forward offices, I have endeavoured to ascertain what is the greatest number of registered letters which is at all likely to arise, should the arrangements which I have recommended be adopted. The probable number of registered letters it is perhaps impossible to determine with any approach to accuracy, but there does not appear to be any great difficulty in fixing on a maximum. The results of my investigations, together with some other facts and estimates bearing on the question of registration, I have now the honour to submit for your consideration.

London Evening Dispatch.

| | | |
|---|---|---|
| The letters registered in the Inland-office average about - - - | 60 per day. | Return, 24 Nov. 1841. |
| The number of unregistered letters containing coin or jewellery, is about - - - - - - - - - - - - | 400 „ „ | Return, 27 Nov. 1841. |
| Total - - - - | 460 per day. | |

Part of these of course belong to the morning dispatch; but in order to be on the safe side, let it be assumed that all go by the evening dispatch, and that under the arrangements which I have proposed, all would be registered. The increase would then be about eight-fold on the present number. It is obvious that the number of letters containing coin and jewellery, very few of which are now registered, would be greatly reduced by charging all with the registration fee; but on the other hand, the number of registered letters not containing coin or jewellery would be increased by the reduction of the present fee; how far each of these numbers would be affected, it is of course impossible to say with precision, but the total increase now assumed may, I think, be safely taken as the maximum.

Assuming, then, the future number of letters registered for the evening dispatch to be $60 \times 8 = 480$, I next proceed to consider what force they will require.

Under the arrangements which I have proposed, I think it quite safe to assume that each clerk would dispose of 40 letters per hour.

At this rate, continued for two hours, (which is less than the actual time,) each clerk could dispose of 80 letters; six clerks, therefore, or double the number first considered necessary, would suffice for the whole.

If the maximum increase of registered letters be estimated from all the letters which pass through

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through the London Inland-office in the same manner as it has been estimated above from the outward letters only, the results will be as follows:—

Return, 4 Nov. 1841.
Return, 27 Nov. 1841.

| | |
|---|---|
| The average number of registered letters which pass through the Inland-office is about | 263 per day. |
| The average number of unregistered letters containing coin or jewellery is about | 1,130 „ |
| Total | 1,393 „ |

Assuming, as before, that this total indicates the maximum increase, it would be little more than five-fold the present number; but taking the larger increase of eight-fold, in order to be on the safe side, and applying it to the registered letters generally, I proceed to consider the state of things in the large forward offices.

### Forward Offices.

1037/41. The greatest forward office in the kingdom is at Birmingham.

7474/41. The number of forward registered letters which pass through this office averages only nine per day. Assuming the eight-fold maximum increase, this number, under the arrangements which I have proposed, would not exceed 72. Now, the dispatches from this office are made

7474/41. at 15 different periods in each day, and they include 144 bags; consequently, the number of forward registered letters in this, the largest forward office in the kingdom, would not exceed on the average five for each dispatch, or one for every two bags. It may not be irrelevant to remark that this office contains 24 clerks exclusive of stampers.

### Other Post Towns.

Par. Paper, 441, Sess. 1841.

The average number of letters registered in England and Wales (exclusive of London), is now about 240 per day.

Assuming the eight-fold increase maximum increase, the future number will be 1,920 per day, which, taking the number of post-towns at 650, and the number of dispatches from each at only three per day, gives a future average of less than one registered letter per dispatch.

### Revenue from Registered Letters.

On the preceding hypothesis the number of registered letters in England and Wales will be 480 + 1,920 = 2,400 per day, which, at 6*d.* each, gives a gross revenue of 60*l.* per day, or about 22,000*l.* per annum.

The cost of registration under the proposed arrangements may be estimated with sufficient accuracy thus:—

Time occupied by a registered letter, over and above that occupied by one which is not registered, say (making an ample allowance), as follows:—

| | |
|---|---|
| At the office where the letter is registered | 2 minutes. |
| At the forward offices on the average | 2 ditto. |
| At the delivering office | 2 ditto. |
| In delivery | 3 ditto. |
| Total | 9 ditto. |

| | |
|---|---|
| Which, at the rate of 5*s.* per day of 6 hours, amounts to | 1½ *d.* |
| Add for stationery, &c. | ½ |
| Total | 2*d.* |

In confirmation of this estimate, I beg to call attention to the fact, that the fee of 2*d.*, which was about to be established in 1838, appears to have been considered by all parties as sufficiently remunerative.

| | |
|---|---|
| The cost of registration would therefore amount to one-third of the gross receipts; say | £. 7,000 |
| Leaving a net revenue for England and Wales of | 15,000 |
| Add for Scotland and Ireland, say | 2,000 |
| Total Net Registration Revenue for the United Kingdom | £. 17,000 per annum. |

or an increase, probably, of nearly 12,000*l.* on that now obtained.

To prevent being misunderstood, it may be necessary to add, that I do not expect so large a revenue as the above to be derived from registration fees, inasmuch as I cannot anticipate so large a number of registered letters. My object is to show that there is no reasonable ground for apprehending difficulty in dealing with the largest number of registered letters which is at all likely to arise; and I trust it will also appear that even this large,

large, and, as I think, improbable number, might be still further greatly augmented, without creating any difficulties which may not be readily met by a moderate increase of force in a very few offices; and that such augmentation, if realised, would prove an important source of Post-office revenue.

I have, &c.
(signed) *Rowland Hill.*

To the Right Honourable
The Chancellor of the Exchequer,
&c. &c. &c.

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## Appendix, No. 6.



LETTER from the Postmaster-General to the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 21 December 1841.

In obedience to your Lordships' orders, I have given my best attention to the modifications suggested by Mr. Hill in the plan that was submitted for your approval in my Report of the 29th ultimo. It is satisfactory to find that Mr. Hill admits the great evil, and the great extent of robbery that now exists, and does not differ from me as to the nature of the remedy to be applied; and that disagreeing as to the amount of the fee, he still admits the necessity of a system of compulsory registration. He is of opinion, however, that the fee of 6*d.* in the first instance, will be sufficient, but that it may be eventually reduced to 2*d.*; but as I cannot agree with him in his views, I shall endeavour, as shortly as possible, to state the objections I entertain to his suggestion.

I object to his modification on two grounds, first, because the reduced fee would interfere so greatly with the money-order office as very much to lessen its utility; and secondly, because it would increase the number of registered letters to such a degree, that it would be impossible to perform the duty in the limited time alloted to it in the forward offices, and that even at those offices where more time could be given, the letters could only be sorted and delivered by a considerable increase of force, and a consequent augmentation of expenditure. And first, with regard to interference with the money-order office: in order to estimate the value of the suggestion, it is necessary to contrast the security with which small sums can be transmitted through this channel, as compared with the safety they derive from registration, before any conclusion can be formed as to the expediency of diminishing the utility of such an establishment. Through the money-order office, small sums can be remitted with the greatest security, indeed for this purpose it may be considered nearly perfect as relates to the interests of the remitter; if the order is lost or destroyed, or stolen, there is no difficulty on the part of the Post-office in issuing duplicates, on the necessary inquiries being satisfactorily answered, while in case of death, or removal, there is no objection, with the consent of the proper parties, to repaying the amount of the order.

With registration this is not the case: the property entrusted to the post, though registered, may be lost or plundered in its progress, by the carelessness or dishonesty of those employed, and though the parties would be detected and punished, it would be but poor reparation to the owner for the loss of his letter. Supposing, however, that all the necessary precautions are observed, that every check has been carefully maintained, as the registration only secures the cover of the letter, the contents are liable to abstraction; against this crime no checks will avail, the only security against its commission being the passage of the letter through fewer hands, than would have been the case in ordinary course, and that the abstraction must have been so well managed, as not to excite observation in the offices through which the letters would pass. It is true that not many registered letters are lost, but still there are some few cases in the limited quantity of correspondence which is at present subjected to the system, and these would have been much more common, if negligence had not been repressed by the strongest and severest measures.

Having thus contrasted the relative security afforded by the money-order office and registration, which, not taking into consideration the risk that is incurred previous to posting, and subsequent to delivery by the post, is so much in favour of the former, I proceed to point out the effect that must be produced by the alteration in the amount of the registration fee, as suggested by Mr. Hill. The present fee for the transmission of sums through the money-order office, not exceeding 2*l.*, is 3*d.*; and for sums above 2*l.* and not exceeding 5*l.*, 6*d.*; a registration fee of 6*d.* therefore would give an inducement to parties to register, increasing the number of registered letters, and diminishing that of money-orders. Even at the amount of 6*d.*, this must be largely the case, as in most instances the facilities and convenience of registration are superior to those afforded by the money-order office. In the latter office, orders are only granted and paid at particular places; a resident in the country districts, therefore, has to proceed to a post town in order to remit or receive the amount of his order. With registration, wherever a party can prepay a letter, he can register it, and in like manner can receive his letter, if registered, at any place where a post is established, whether it be a post town, sub-office, or receiving house, at a fee of 6*d.*, therefore it may be reasonably expected that in country districts parties will register in almost all cases where the sums to be sent exceed 2*l.*; and in many cases where they are below this amount, the additional cost of registration will be compensated by the saving of the journey either to or

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from the post town. At 2 *d.*, to which sum Mr. Hill proposes to reduce the fee eventually, it is obvious registration would be preferred, but even at 6 *d.* it would be much more resorted to, from the facilities and convenience it presents.

By the reduction of the fee, therefore, a competition is immediately established between money orders and registration, between the most secure system, which it is the policy of the Government to promote, and the less secure, which it is expedient to discourage, as affording temptation to the servants of the Post-office, and other parties through whose hands the actual property passes, instead of being transferred by a simple credit; and not only is the number of registered letters increased by this diminished inducement to employ the money-order office, but the effect is produced at the very time when the lowering of the fee for registration would augment the number to such a degree as would render them difficult to be dealt with by the Post-office; and while the department has always viewed with apprehension a great number of registered letters, not only is that number augmented by the reduction of the present fee, and the proposed plan of compulsory registration, but it is still farther increased by fixing the fee at such an amount that registration is brought into competition with the money-order office, and is greatly increased in its extent by the additional number of cases which are diverted from their ordinary course, through the money-order office, into the new channel of registration. And this brings me to the great obstacle to the reduction of the fee as proposed, which is not so much the encouragement of registration to the prejudice of the money-order office, as the probable number of letters that would be registered, and the impossibility of overcoming this difficulty without serious injury to the service. The great pressure would be upon the forward offices, where only a limited time can be afforded for sorting, and where large numbers of registered letters would impede the service to such a degree, that the duty could only be performed by delaying the mails in their passage to their various destinations. Take the case of Derby, for instance, the great forward office on the line of railroad which will probably be the quickest line of communication between the capitals of England and Scotland before many years have passed over.

Derby.—Number of letters delivered in a week, 11,909. Number of forward letters passing through Derby in a week, 58,374.

At Derby the time allowed is half an hour, and three clerks are employed in sorting, a force that is hardly sufficient to perform the duty allotted to them; should a large number of registered letters be thrown upon Derby, the force of clerks must be largely increased, while a considerably longer time must be allowed, owing to the pressure that must necessarily be produced by any number of registered letters. The same thing would occur at York, as well as at Berwick, both great forward offices on this line, while the correspondence would be considerably delayed, owing to the number of registered letters. Supposing an hour and a half to be consumed at Derby in the operation of registering letters, instead of 30 minutes, as at present, and a similar delay to be occasioned at York, the mail would reach Darlington one hour and 50 minutes later than its actual time of arrival. At present such a delay would not be of importance to Edinburgh, as the correspondence for Scotland is conveyed by the western coast of the kingdom; but supposing a railroad completed to Edinburgh, an additional hour consumed for registration at Derby, York, and Berwick, would give an arrival at Edinburgh at seven or eight o'clock in the evening, instead of four or five in the day; the former, for all practical purposes, being of very little more utility than an arrival the next morning in time for the first delivery. To Ireland the consequence would be much more serious, as a detention for sorting at Birmingham would retard the departure of the packet from Liverpool, and counteract all those arrangements, by which the arrival of the London mail at Dublin is secured at such an hour as will permit it to be dispatched the same evening to the interior of the country, occasioning a delay of 24 hours to the English correspondence for the whole of Ireland, with the exception of that for Dublin, and depriving the greater portion of Ireland of a return post with England. How the duty is to be performed in the travelling post-office, where already the space is insufficient for the three clerks and guard employed in it, I am altogether at a loss to imagine; if the registered letters, however, should increase largely, this office must be abolished, and more time consumed at Birmingham for sorting, which will again further delay the mail in its progress to Scotland and Ireland. These instances could be multiplied to a great extent; it is, however, sufficient for me in these few details to point out some of the general effects of a number of registered letters, in order to enable your Lordships to estimate properly the force of my objection against the measure. The inconvenience, however, of the delay is not confined to letters, it extends also to passengers; and the most ruinous consequences, as to expense, would follow from the detention of the mails more than 30 or 40 minutes at the forward offices on the chief lines of railroad. A delay of the mails at Derby for an hour and a half in the dead of the night, would cause the mail-train to be deserted by passengers, who would refuse to submit to such a discomfort, and the inevitable consequence would be, that on all the chief lines of railroad the mail would be dispatched empty, the Post-office having to bear the cost of special trains without any deduction for passenger traffic. As it is, the cost of railroads is very great; but if, in consequence of the delays for sorting, rendered necessary by large numbers of registered letters, the Post-office should be compelled to pay for special trains on most of the lines of railroad, the expense would become so serious as to throw a heavy burthen on the country for the maintenance of the Post-office service, which at present, if it bore the cost of the packets, would not defray the expense of the establishment. I object, therefore, to the reduction of the registration fee to 6 *d.*, and still more to that of 2 *d.*, the sum eventually proposed, on the ground of its diminishing the utility of the money-order office, and I object also to the proposition, inasmuch as it would involve the service in difficulties, a part only of which would be surmounted by a large increase of force, which would be attended with considerable expenditure.

The mail now stops at Birmingham only for 20 minutes. Number of letters delivered at Birmingham in a week, 53,056. Number of forward letters passing through Birmingham in a week, 172,215.

With

With respect to the delays that would be occasioned, I fear no remedy could be applied; and yet the delay in the communications through the country is the most serious evil of the plan, and that which would be most severely felt by the commercial and manufacturing community.

For the reasons I have adduced, I consider it most important to proceed cautiously with the plan of compulsory registration; keeping the fee at the present amount, which has undoubtedly had the effect of reducing the number of registered letters. Should no pressure be experienced, I shall be prepared to reduce it still further, and I have already made inquiries and collected information upon this subject; I should propose, however, that the reduction should stop at such a sum, 8*d.* for instance, that it should be less for the interest of the party wishing to remit small sums, to register, than to employ the money order office.

Mr. Hill seems to accuse the Post-office of inconsistency, in having at one time recommended a fee of 2*d.*, while it now insists on an amount of 1*s.*; but the course adopted by the department admits of satisfactory explanation: with a rate, when the lowest General Post-office charge was 4*d.*, and with a scale that advanced according to enclosures, the postage and the fee together were generally higher than the money-order commission; a registered letter containing a single coin became a double letter, liable for the shortest distance to a charge of 8*d.*, the whole postage amounting to 10*d.* when the registering fee was added. As the money-order commission for the remittance of sums under 2*l.* was 6*d.*, the Post-office was perfectly consistent in advocating a low fee for registration formerly, and a high one at the present time. The principle was the same in both cases; the department looked only to the total charge upon a registered letter, not to the elements of which that charge was composed, and were contented with the general result, that in the vast majority of cases it was more expensive for the public to register than to employ the money-order office.

As to the proposition to extend the money-order system, such a step has been long in contemplation, but the transactions of the department have extended so far, involving now no less a sum than 5,000,000*l.* per annum remitted through it for England and Wales alone, and the accounts have pressed so much on the office, that I have waited till the arrears were brought up before I submitted a further extension. The arrears, I trust, will be cleared off about the end of the present year, when I hope to be able to propose a modification of the present system, which will add largely to the accommodation at present enjoyed by the public.

Mr. Hill submits various plans for the additional safety of correspondence. I think it only expedient to notice two, before I close a Report that has already extended to too great a length. One plan, the proposal for sending all registered letters through the capitals of the three kingdoms, need only be suggested to any one acquainted with the Post-office service to insure its instant condemnation; not to mention that by the establishment of day-mails, and other changes, London, Dublin, and Edinburgh have all become great forward offices, and that large masses of registered letters could not be thrown into the offices of these capitals without retarding the general correspondence*; registered letters are that class of letters that will least admit of delay. As a general rule, no letters are registered except those which are important; thus letters containing remittances, whether of large or small sums, or information connected with sales or purchases, intelligence as to markets, or the service of legal process, or the still more important news of the illness or death of relations and friends; all these interesting communications are to be delayed for two or three more posts than would be the case with an ordinary letter. A solicitor, for instance, residing at Liverpool, wishing to serve legal process on a party at Leeds, could not serve it till the third day on Mr. Hill's plan, though an unregistered letter posted at Liverpool in the morning would reach Leeds in the middle of the same day. A banker at Dumfries wishes to purchase stock, and remits bills to London, and registers his letter to insure the delivery; stocks have risen, the house by which the bills are drawn has failed, in the three or four days which the letter takes in its passage to London, and the banker sustains this injury from having foolishly registered his letter. A sister living with her mother at Milford Haven, writes to her brother living at Clonmel, that her mother is dying, and wishes to see him; four or five days are consumed in transmitting the letter through London and Dublin, which would have reached its destination in less than a day by the ordinary course of post. The anomalies of such a regulation would be further augmented by the blank day, no mails being dispatched from London on Sunday, and the injurious effect would be so glaring, and the consequences, owing to the ignorance of the public as to all Post-office details, so mischievous, that the system would be denounced and altered, even before it had come fully into operation.

* Were the dispatch of the day-mail to Scotland and Ireland delayed an hour additional in London, which it would be under the proposed plan, the day-mail would be nearly useless to Liverpool and Manchester, while serious injury would be inflicted on Edinburgh and Glasgow.

The second plan is that of taking receipts, which, except as to the proof of the posting, adds nothing to the security of correspondence. In small offices, even where the letter is sent direct from one upon the other, it must always pass through three or four hands, of which one only would be made responsible, the party who gave the receipt, and even he may not be identified by the person who posted the letter. But in other offices where greater force is employed, or in London, where subdivision of labour is carried to its full extent, I cannot understand how it can be imagined that a receipt could give any security. And when I inform your Lordships, that every stamped letter from London must pass through the hands of 16 officers, out of a number amounting in the whole to 129, none of whom could be identified as having dealt with the letter, and that a large number would be also employed in the case of a letter addressed to London, you will understand the little security that is obtained by procuring a receipt. If a letter is lost, all these officers divide

See annexed Return. (No. 2.)

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the responsibility between them; any one of them might have abstracted it in its progress without the slightest danger of detection from the receipt; nor would the officer who gave the receipt be necessarily more an object of suspicion than others. In point of fact the receipt is no more than an acknowledgment of the posting, and can be considered in no other light than as affording satisfactory evidence that a letter was put into the office, though it has been subsequently lost or abstracted. It would, however, not only be merely useless, it would be worse than useless, inasmuch as it would be a delusion on the public, and would induce them to transmit valuable articles through the post, under the impression their correspondence was secure, and this at the very time when the department was making every effort to discourage the practice by enforcing a compulsory registration.

Confidential memorandum of Colonel Maberly, dated 17 October 1840, on the Registration of Letters, (No. 3.)

In conclusion, I cannot help remarking that much of Mr. Hill's Report is but a reproduction of his arguments on a former occasion, when they were submitted to the late Chancellor of the Exchequer, and by him rejected as objectionable, and though the papers were not made official at the time, I think it better to forward copies of them for your information, as there can be at present no objection to their production.

Mr. Bokenham's observations on Mr. Hill's plan for Registration of Letters, 25 August 1840, (No. 4.)

I cannot forbear adding one further remark in connexion with the offer made by Mr. Hill to organize and carry into execution the measures proposed in his Report; such an offer in effect, though I have no doubt it is not so meant, is an entire supercession of my authority, and a transfer of the powers of the office into the hands of Mr. Hill.

In the carrying out of the plan in question are involved the details and discipline of the whole office, with a full knowledge of the service, in order to undertake only what can be attempted with success, and to assign to each officer engaged that share of blame he ought fairly to bear where he has failed in carrying into execution measures which are known to be practicable. Are the characters and fortunes of the thousands who are employed in the Post-office service to be placed at the mercy of an individual who confesses he is "not very familiar with the details of the method now practised," but there is reason to think that "it is unnecessarily complex?" And yet if he is permitted to organize the plan and to superintend the execution of this measure, I must of course yield to his suggestions, even when contrary to my own opinion, as otherwise, in case of failure, he would adduce my opposition to his views as the reason of his want of success; and, after all, Mr. Hill cannot be really responsible: it is my character and that of your Lordships that will be implicated in case of failure, and while the public voice will loudly blame us, Mr. Hill, in reality the author of the plan, would, from his position, escape responsibility, which from my official situation would fall exclusively on me. It is easy to imagine what damage the community might sustain from his tampering with a vast machine interwoven with all the details of Government and necessary to the daily habits and wants of the population of this great empire.

Page 19, Report, 24 Nov. 1841.

The point in question I am happy to say is not one of detail, it is one of principle, which, should your Lordships come to such a decision, I shall be ready to carry into execution without any assistance from Mr. Hill, though it would be in opposition to my own opinion.

The plan is by no means impracticable, but it will be for your Lordships to decide whether it will not be secured at too great a sacrifice; and whether the expenditure, and delay in our communications, the rapidity of which is daily connecting more together the distant portions of the empire, are not in reality much greater evils than the existence of a higher fee for registration than that recommended by Mr. Hill.

I have, &c.
(signed) *Lowther.*

(No. 1.)

A RETURN of the NUMBER of MONEY ORDERS issued, and of MONEY ORDERS paid, in *England* and *Wales*, for the Quarter ended 5 October 1841.

| | MONEY ORDERS ISSUED. | MONEY ORDERS PAID. | TOTAL. |
|---|---|---|---|
| London - - - - | 47,483 | 89,451 | 136,934 |
| Country - - - - | 286,588 | 236,742 | 523,330 |
| | 334,071 | 326,193 | 660,264 |

Money-order Office,
10 December 1841.

(signed) *Wm. Barth.*

*N.B.* The average amount of each Money Order issued and paid during the quarter ended 5th October 1841, as founded upon a Return for London and the three-mile district, may be taken at 2*l.* 4*s.* 9*d.*

(No. 2.)

PROGRESS of a STAMPED LETTER posted at a RECEIVING HOUSE in *London* between 2 and 5 P.M., addressed to *Manchester*, showing the Number of Persons' hands it would pass through whilst in the custody of the General Post-office in *London*; also the Number of Persons into either of whose hands it might fall in the regular course of duty; likewise showing the additional Number of Hands, provided it had been posted between 8 A.M. and 2 P.M.

| MUST PASS THROUGH. | | MIGHT PASS THROUGH. | |
|---|---|---|---|
| Receiver | 1 or 2 | | 2 or 3 |
| Opener of bag | 1 | | 1 |
| Collector | 1 | | 2 |
| Facer | 1 | | 26 |
| Stamper (date stamper) | 1 | | 4 |
| Clearing Messenger | 1 | | 4 |
| Examiner of Postage Stamps | 1 | | 6 |
| Stamper of do. | 1 | | 7 |
| Clearing Messenger | 1 | | 7 |
| Sorter | 1 | | 52 |
| Division Collector | 1 | | 3 |
| Second Sorter | 1 | | 9 |
| Clerk of Division | 1 | | 1 |
| Tyer of Letters | 1 | | 3 |
| Tyer of Bag | 1 | | 1 |
| | 16 | | 129 |

If posted between 8 A.M. and 2 P.M. the letter would come through the Twopenny Post-office; it would consequently pass through the following hands in addition to the above:

| | | | |
|---|---|---|---|
| Collecting Letter-carrier | 1 | | 1 |
| Examining Clerk | 1 | | 22 |
| Porters | 2 | | 8 |
| Tunnel-room Messenger | 1 | | 1 |
| (Inland-office) | 21 | | 161 |

13 December 1841. (signed) *W. Bokenham.*

PROGRESS of a STAMPED LETTER posted in *Manchester*, addressed to *Cavendish-square, London*, showing the Number of Persons' hands it would pass through whilst in the custody of the General Post-office in *London*; also the Number of Persons into either of whose hands it might fall in the regular course of duty.

| MUST PASS THROUGH. | | MIGHT PASS THROUGH. | |
|---|---|---|---|
| Opener of bag | 1 | | 1 |
| Collector | 1 | | 2 |
| Messenger in attendance upon Examiners | 1 | | 1 |
| Examiner | 1 | | 14 |
| Collector | 1 | | 1 |
| Stamper | 1 | | 5 |
| Clearing Messenger | 1 | | 5 |
| Sorters | 1 | | 42 |
| Collector | 1 | | 1 |
| Sorter | 1 | | 2 |
| Collector for Letter-carrier's office | 1 | | 2 |
| District Letter-carrier, including the deliverer | 1 | | 2 |
| | 12 | | 78 |

Inland-office, 13 December 1841. (signed) *W. Bokenham.*

Appendix, No. 6.

Registration of Letters.

(No. 3.)

MEMORANDUM of Lieut.-Colonel *Maberly* on Registration of Letters.

17 October 1840.

THERE is no difficulty in carrying into effect a registration of letters in those cases where towns make up direct bags with each other, if sufficient time and force be given for the purpose. Mr. Hill's scheme, therefore, is perfectly practicable, as far as it applies to such cases, though I think it would be found less effective and more expensive than the system which was selected by the Post-office, and which would have been carried into operation last year, had it not been suspended by the adoption of the penny post. For instance, a room which should contain separate boxes for 646 post towns, would be difficult to find in the present building, and expensive in the fitting-up; added to which, there are not ten clerks at present in the Inland-office, who could sort the letters to all these post towns without mistake; I prefer, therefore, in this point, the system which was adopted last year, of sorting to the 34 divisions, by which plan greater expedition would be secured, as well as increased accuracy, especially as in many instances the sorting for the day mails is different from that of the night mails. With the London letters inwards, the greatest delay would arise were Mr. Hill's proposition adopted.

The plan proposed was simple and expeditious, while, from having the principle of sub-division of labour brought to bear upon it as far it was applicable, the sorting operation was conducted with the utmost expedition of which it was capable.

On Mr. Hill's system the registration clerks, having to sort out the letters to 240 letter-carriers (if indeed they could do it at all), must consume hours in such a process, delaying, of course, all other letters till this cumbrous operation was completed. I say "if he could do it at all," as at present it is found that the clerks are not capable of performing this second sorting; it is carried on by officers termed subsorters, who having been promoted for their efficiency from the class of letter-carriers, are practically conversant with the streets and places embraced in the arbitrary division of London, called "walks."

On the whole, therefore, I prefer the Post-office plan to that of Mr. Hill, on account of its greater economy both of money and time, while the different operations being more sub-divided by the Post-office plan than in that of Mr. Hill, each individual would perform his duty more perfectly, and with less liability to error.

The difficulty in carrying into effect any system of registration lies really in the forward offices, and though here too, it is only a question of time and money, the expenditure of both must be infinitely larger in the forward offices than where direct bags are made up.

In order to show how the proposed measure would operate in the forward offices, I shall endeavour to explain, at length, what the forward system is, as Mr. Hill seems not to be aware of its nature, or the objects it is intended to answer.

The forward system may be defined to be a system which, while it keeps in full operation the check upon the revenue, reduces to the smallest possible limit the number of accounts to be kept by postmasters, and the number of bags they are required to make up.

It is obvious that without some such system, that as the only check for the security of the revenue is the acknowledgment of the receipt of letters of a certain value on the part of the receiving postmaster, to the dispatching postmaster, who states that he has forwarded them, every office in the kingdom must keep an account, and make up a bag with every other, and the accounts and bags become so numerous as to be beyond all power of control.

For as any post-office at any moment may have a letter addressed to any other, without some such invention as the forward system, each of the 1,200 post towns in the three kingdoms would have to make up bags and keep accounts with all the others, which would render necessary the making up daily between 1,400,000 and 1,500,000 bags, and the examination in the accountant-general's office of as many daily accounts.

As the London Inland Office (with the division of its bags, rendered necessary by the newspapers and parcels) does not make up the number of bags required for one town under such a system, it would be obviously impracticable to have conducted the business of all without the adoption of some process to render such complication unnecessary.

To obviate the necessity of such a multiplicity of bags and accounts, towns at certain intervals from the dispatching towns were selected, upon which the letters intended to go beyond them should be sent forward, while these latter towns, acting in the same manner, and sending forward on other towns the letters addressed to places beyond, the system was continued to any assignable distance on the longer lines. Thus, for instance, letters posted at Plymouth, addressed to Stirling, would be respectively sent forward, first in the Exeter bag, next in the Exeter bag on Bristol, next in the Bristol bag on Birmingham, on the railway office on Lancaster, on Carlisle, and on Glasgow, which would be the last forward office; thus a bag from Plymouth to Stirling is despensed with, which otherwise would have been necessary.

By the extension of this system generally, the letters of nearly every town west of Exeter are made to centre at Exeter, and by this arrangement these towns make up bags with Exeter alone, instead of with every post town to the north and east of it, thus doing away with the necessity for thousands of bags daily between the various post towns.

It was, however, not only the number of bags that it was necessary to reduce, but that of the accounts also, and this was not accomplished, always keeping up the proper check, without further arrangements.

It was found that if the postage of a paid letter at Plymouth, addressed to Stirling, were included in the account of paid letters sent to Exeter, and the postage of an unpaid letter similarly

similarly circumstanced was entered in the Glasgow bill for Stirling, that the end of all purposes of check would be as effectually answered as if Plymouth kept a direct account or vouched, to use the technical language of the Post-office, with Stirling. All that was wanted was a check by a disinterested party at Exeter, in the first instance, to bring to account the postage received by the postmaster at Plymouth; while, on the other hand, no one having any interest in the amount of postage of the unpaid letter, except the postmaster of Stirling, who would receive the money on delivery, the postmaster at Glasgow might be safely entrusted with the duty of charging the postage on such an unpaid letter upon the postmaster of Stirling.

Nor did the forward system apply to the direct lines alone, it was used to effect the same objects, viz. the saving the necessity of accounts and bags with post towns at short distances from each other, whenever it was thought desirable to effect it, or wherever the letters were intended to pass over fresh lines of communication branching out of the particular forward office; and to such an extent is the system now carried, that there is scarcely a town of any importance which is not a forward office to some other post town *.

* *N. B.* In the Home District, which has 143 post towns, about one half are forward offices.

It followed as a matter of course that these masses of letters being sent forward on towns at certain intervals from each other, the mails, when they arrived at such towns, had to be delayed for the sorting of the letters, and 20 minutes or half an hour was generally allowed, for that purpose, about every 100 miles; and as this time was convenient to passengers, with whom the Post-office service must, as at present conducted, be much mixed up, in order to carry it on with any economy, it was usually supposed by the public that the mails stopped for the accommodation of the passengers instead of for the performance of indispensable duties of its own service.

In reality, however, the necessity of the stop was occasioned by the forward duty, which in many offices was so severe that, notwithstanding their whole force was given to it, it could hardly be accomplished in the time allowed, even before the additional number of letters occasioned by the penny post had so materially increased its pressure. Such being the nature of the forward system, the next point is to explain how it would be affected by a plan of registration such as that proposed by Mr. Hill, and which, from the low fee demanded, and with the low rate of postage now taken, will cause the letters registered to be numerous.

Take the case of a forward office upon which 10 towns send their letters forward, where the mail arrives in the day, and that this forward office has to make up bags with 10 towns beyond it on the line upon which the mail continues its route; suppose also, which would be the case, that all its own letters which were posted for the 10 towns beyond were ready, with the exception of the amounts being entered on the bills, and the bags being closed, as that could not be done till the mail had arrived with the forward letters.

The mail arrives and has perhaps to stay 20 minutes.

The first process in the case of registration would be to open the 10 bags, and take out the registered letters, and to compare them carefully with the addresses on the letter bills. The next would be to enter the addresses at length, on the bills of the 10 towns with which the forward office vouched, and all these entries would be independent of the sorting and making up the accounts of postage of these 10 towns which has been already alluded to.

When to this is added, that rides have in all probability to be dispatched as soon as possible after the mail is in, that the public are anxiously waiting for their letters at the window, that the letter-carriers have to be dispatched on their deliveries, it will be easily seen what a serious addition of labour the entry of the addresses of 40 or 50 registered letters will be.

Taking it at two or three a minute, half the time allowed for sorting will be consumed in this process; and in all probability the mail will either be delayed beyond its time or the letters left behind. In the latter instance, the letters are delayed 24 hours in most cases. In the former, the arrival, by being late, may fall in with that of other mails at the next forward office, for which contingency the office not being prepared, the letters of both mails may be delayed 24 hours.

In short, a pressure of duty on the forward offices, which could not be got through, would throw the whole service into a confusion from which it might not be easy to extricate it; and when this went on from day to day still augmenting, for it would take some time before we were acquainted with the evil at head-quarters, and some time then to correct it, I fear it would be attended with the most disastrous consequences to the mercantile interests of the kingdom.

Mr. Hill will perhaps say, that he reduces the number of letters by the proposal to make up all letters addressed to one place into packets, instead of sending them separately; but to this (although it might reduce the labour to some extent at the forward office, though I do not think it would accomplish much, as the bye-correspondence is addressed to a vast number of places, while the letters contained in the London bags, except in the case of the Scotch and Irish correspondence, are mostly directed to one particular town and its dependencies,) there exists this fatal objection, that there are no means of checking the postage and bringing it to account.

To take the case again I have before assumed, of Plymouth having registered letters for Stirling; three, for instance, on which the postage has been paid, as well as the fee for registration. How is the Accountant-general's office to know, if these three letters are made up in a packet, that the postmaster at Plymouth has dispatched "three letters for Stirling," on which he has received the postage?

The packet would not be opened till it arrived at Stirling, consequently the postmaster at

Appendix, No. 6.

Registration of Letters.

Exeter could not check the postmaster of Plymouth as he should do, as to the amount of his paid forward letters.

This objection is fatal, unless, indeed, it should be determined to have all letters stamped, in which case all foreign, colonial, redirected and insufficiently stamped letters must be deprived of the privilege of registration. Should it be determined, however, to subject the public to this inconvenience for the sake of employing packets, the adoption of packets would so little reduce the amount of duty to be performed, that there would be no prospect of getting through it in the forward offices, while the adoption hereafter of stamped packets would very much reduce the value of the boon to the public, by depriving certain classes of letters of the advantage; it offers very little more prospect of success in carrying the measure into execution, as it diminishes but in a small degree the amount of labour to be performed.

The important point of all is the number of letters likely to be registered, a consideration which Mr. Hill entirely overlooks in his observations, and it is but poor reasoning to say, that because the officers of the Post-office thought it could be accomplished two years ago, it can be easily carried into effect now. The high rates, and the system of charging by enclosures at that time in operation, kept down the number of letters that were likely to be registered to such an extent, that it was deemed practicable to deal with them.

Still, though registration was on the point of being adopted, it should never be lost sight of that it was in opposition to the opinion of the surveyors, and taking all the responsibility of the step upon myself, that I recommended the Postmaster-general to adopt it.

I think there is little doubt but the letters to be registered would have been more numerous than those which were entered under the Post-office Regulations as "letters containing coin," inasmuch as the public being permitted to register their letters indiscriminately, and not merely those of a particular class, all letters of importance which required proof of delivery would have been subjected to this process by every prudent person. Thus all communications of sudden illness, or loss of relations or friends, letters containing bank notes, or bills payable at sight, deeds, and especially writs, would have been registered, forming a large and extensive addition to the class of correspondence which had formerly been entered as money letters.

With the old rates of postage, I am of opinion the letters to be registered would have been considerably augmented; with the penny post, however, there is reason to believe that such letters would be exceedingly numerous.

An account was kept in the Inland-office when the fourpenny rate was established, by which it appeared that the money letters dispatched from, and received in London, in the week ending 14th December 1838, amounted to 2,218; in the week ending 14th December 1839, the number amounted to 3,129, and was rapidly increasing. At present it is Mr. Bokenham's opinion that the number of such letters is ten times as great as it was under the high rates of postage.

It is almost impossible to get at what the real number is; but when six letter-carriers a short time ago were stopped before they proceeded on their deliveries, to see if their letters were properly sorted, 50 letters apparently containing coin were found in their respective bundles.

As the walks these men delivered were average walks, it is but fair to assume that each of the 261 letter-carriers would have his proportion, which would give 2,150 for the whole, making for one morning's delivery a number almost as large as that which had been dispatched from, and received at, the office for a week during the existence of the former rates.

Under these circumstances I must decidedly object to any attempt at registration at so low a fee as 2*d.*, as I think it could not fail to be accompanied with the most serious injury to the service and the commercial interests of the country.

There would be no security if packets were adopted, as the packets might be tampered with, and some of their contents withdrawn, while it would be impossible to fix the violation on any one forward office, as would be the case if every letter were registered separately.

A very large additional force would be required in the Inland-office and Twopenny-post, and generally in the country offices; and even with this addition, the public accommodation would have to be much restricted, both in the time of posting and the time of receiving letters; while the progress of the mails would, I have no doubt, be universally retarded throughout the country, after subjecting it to great injury from the confusion that would have been produced by the adoption of a plan with the details of which the author was unacquainted.

(signed) *W. L. Maberly.*

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(No. 4.)

Mr. *Bokenham*'s Observations on Mr. *Hill*'s Registration Plan.

25 August 1840.

Mr. Hill proposes that a room, accessible to the public, should be provided for the registration of letters, which, should there be many letters of that description, would certainly be necessary, and also that a clerk of tried integrity be nominated and considered responsible for the whole duty, whatever number of persons he may have about him. The responsibility of such an officer, if he had only two assistants, would be very serious; if he had twenty, which

which I really think would be requisite at the low fee proposed, and the present rates of postage, I do not see how it could possibly be fixed upon him. Mr. Hill, I am confident, cannot be aware of the details attending a system of registration of letters passing through the Post-office, or he would not have proposed that one person alone in each office should be held responsible for the whole of the business.

If receipts are given to persons posting registered letters, I think the book already printed in the form of check-books had better be brought into use, one part of each leaf to be torn off and given out, the other to bear an address corresponding with the registered letter, and to which the window-man should obtain the signature of the clerk engaged in the interior of the office upon delivering the corresponding letter into his hands, it being impossible to expect that the officer who receives letters from the public, and with which he has so clearly identified himself, can give them up without a discharge of some kind or other. Hence commences the detail.

The window-man being discharged of his responsibility, it will necessarily fall upon the officer to whom he gives up the letters; this officer will then have to distribute them to the different clerks to be entered, sorted, made up in parcels, and handed to the division clerks, the consequence of which will be, that he must be placed at the mercy of every one employed in his office, as he can have no check whatever over them. The sorting of registered letters and making them up in parcels in the registration office would be attended with considerable difficulty: in the first place, 646 boxes would be necessary for the sorting of them; in the second, some person or persons connected with the registration office would be constantly employed in going to the different divisions to ascertain to which town letters not fully addressed should be forwarded, before they could be placed in the proper parcels, it being morally impossible for any one person to have a thorough knowledge of the whole circulation; in the former system, when each letter was forwarded separately, it was not required. Taking Stratton, Cornwall, as an example; the registration clerk knew that a letter so addressed was sent from the Exeter division, although he could not tell whether it was forwarded in the Oakhampton or any other bag; that matter rested entirely with the division clerk.

Mr. Hill proposes that the entering of the letters should not take place until the office has closed for the receipt, in which case a copying machine might certainly be made available, as suggested; but, on the other hand, I am inclined to think that the better plan will be to enter them in a book as they are received, and if boxes are in use, place a blank list in each, so that when the letters have been sorted into the boxes, the clerk can take them out and enter them on the list which he will find with them, and place them with the latter at once in a cover having the words "Registered Letters" printed upon it; if this plan is adopted, I think so much time would not be lost as must be the case if the entering and sorting did not commence until the close of the office. I submit it would not be safe for the postmaster, on receiving a registered parcel, to take a letter-carrier's acknowledgment for the whole; in my opinion he must, as upon the old system, fill up a printed form of receipt for each letter, to be handed to the letter-carrier, which the latter must return to the postmaster, after having had it signed by the proper party. Formerly it was the practice here to allow the letter-carrier to retain in his own possession the receipt for registered letters, but the plan worked so badly, and gave such scope for dishonesty, that it could not be carried on; the consequence was, a clerk was appointed to check and file the receipts brought back by the letter-carriers.

The return of the letter-bills, signed by the deputy, will be sufficient discharge for the registered parcels.

The detail and difficulties attending registered letters sent to London will be very great. There will be comparing the letters with the deputy's list, and the address of each letter to be copied twice over, *i. e.* in the book in which the letter-carriers will sign for the letters, and on the receipts which they will have to take out with them; in addition to this, considerable delay must arise in the delivery, for every registered letter, on an average, will detain the letter-carrier three minutes; therefore, supposing a man to have but 10 to deliver, he will be half an hour longer on his walk.

I have no observations to make respecting the branch offices, beyond that one or more clerks will be required at each; in other respects they are, so far as the transmission of registered letters are concerned to this office, on a similar footing with the deputies.

I, with every person connected with the Post-office, admit the necessity of some system of registration; but at the same time, looking at the nature of our business, the rapidity with which it is performed, and the consequences which may arise from delay, I am firmly of opinion it would not be safe in the present day to adopt any plan, unless accompanied with the restriction of a high fee. It may be said, that an increase of hands would enable us to check and dispose of a very large number of letters, and that the difficulties in London would be thereby overcome. To a certain extent they would, but not so much so as might be supposed, for the arrivals are irregular and uncertain; 10 clerks might perform the duty easily at one time, which, to prevent a delay in the general delivery would, at another period, require 20 to accomplish it in time. The foregoing observations apply to the General Post department, and are not in any way applicable to the forward offices, which will certainly be affected by a system of registration to a much greater extent.

(signed) *W. Bokenham.*

## Appendix, No. 7.

### REPORT ON LATE-LETTER FEES.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 16 January 1841.

Appendix, No. 7. Late-Letter Fees.

The fees taken upon late letters having been carried to the account of the revenue since the 10th January 1840, in conformity with the directions of your Lordships, and the postmasters having been informed that they will receive compensation for the loss they have sustained, I have now the honour to bring the subject under your consideration.

I should not have allowed so long a time to elapse, but that I might form a correct estimate of the amount of revenue which will be derived from the fees in question; as, without waiting for such information, a material check upon the claims of the several parties would have been wanting, and I could not have shown the same satisfactory result that I am now enabled to do.

I enclose a list of postmasters in England and Wales to whom I propose to grant compensation, showing the estimated annual produce calculated upon the amount carried to the public account in the six months ended 6th October last.

| | £. | s. | d. |
|---|---|---|---|
| Proposed compensations - - - - - | 4,247 | 17 | – |
| Estimated produce - - - - - | 7,481 | 17 | 10 |

From which your Lordships will perceive that the present gain to the revenue is 3,234*l.* 10*s.*

In adjusting their claims I have endeavoured, as far as possible, to fix the compensation at a sum which I hope will be satisfactory to the parties, being a permanent allowance in lieu of a fluctuating and uncertain perquisite; it will give a fair reserve in favour of the revenue, while the whole of the compensations falling in at the death of the present postmasters, will leave the revenue in full possession of the amount of the fees.

The amount of compensation necessarily varies according to the circumstances of the case, as it would not be possible to adopt any given rule which would be applicable to all. The produce, although affording a fair general criterion, is subject from numerous loca causes, either by alteration in the time of arrival and departure of the posts, or by contracting or extending the period allowed for posting letters without a fee, to much variation; and I can only assure your Lordships that each case has been fully and carefully considered, with all the points bearing upon it, which have been sifted by the district surveyors, who, from their personal knowledge of the postmasters and the duties of their offices, have much assisted me in forming a judgment; and has been determined upon the only possible basis, its own individual merits.

The great object which I have kept in view has been to grant the postmaster a fair compensation for his loss, and at the same time to protect the public from any increase of expense, where any doubt or obscurity, which has not been satisfactorily explained, has arisen.

I have only, in conclusion, to press the subject upon your Lordships' early attention, as the present delay has been productive of inconvenience to the parties whose incomes have been temporarily reduced; and as it is but just that these allowances should commence from the time at which the fees were carried to the revenue, I submit that I may receive your Lordships' sanction for the payment of the respective amounts on and from the 10th January 1840.

I beg to add that the Irish and Scotch lists are still under revision, and will be laid before your Lordships at as early a period as possible.

I have, &c.

(signed) *Lichfield.*

## ENGLAND AND WALES.

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 Oct. 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | |
| Abergavenny | 18 – – | 12 19 4 | – nil. – | (a) |
| Aberystwith | 3 8 4 | – 18 4 | 3 – – | |
| Abingdon | 10 – – | 5 12 8 | 7 10 – | |
| Accrington | – – – | 1 9 4 | – nil. – | (a) |
| Alfreton | 1 2 – | 3 8 6 | 1 – – | |
| Alnwick | – – – | 3 15 8 | 1 – – | |
| Alresford | 3 17 7 | 4 12 6 | 2 10 – | |
| Alton | – – – | 9 18 4 | – nil. – | (a) |
| Altrincham | 1 11 – | 3 14 – | 1 – – | |
| Ambleside | 3 – 11 | 3 13 – | 3 – – | |
| Amersham | – – – | 1 4 8 | – nil. | |
| Amesbury | – – – | – – – | – nil. | |
| Ampthill | 4 15 10 | – 14 4 | 3 10 – | |
| Andover | 12 16 4 | 9 5 4 | 10 – – | |
| Andoversford | – – – | – – – | – nil. – | (a) |
| Appleby | – 4 3 | 1 8 8 | – nil. | |
| Arrington | – – – | – 1 2 | – nil. | |
| Arundel | 6 – – | 7 2 2 | 5 – – | |
| Ashbourne | – – – | 4 7 10 | 2 – – | |
| Ashburton | 1 13 4 | – 14 10 | 1 – – | |
| Ashby-de-la-Zouch | – – – | 5 3 8 | 1 – – | |
| Ashford | 3 16 8 | 11 3 8 | 3 – – | |
| Atherstone | 5 – – | 3 12 – | 3 – – | |
| Attleborough | – – – | 1 10 2 | – nil. | |
| Axminster | 2 – – | 2 9 8 | 2 – – | |
| Aylesbury | 2 10 – | 8 2 6 | 2 10 – | |
| Aylsham | 2 4 2 | 1 16 10 | 2 – – | |
| Bagshot | – – – | 2 13 6 | – nil. – | (a) |
| Bakewell | – – – | 6 8 – | – nil. | |
| Baldock | – – – | 1 11 6 | 1 – – | |
| Bampton | – – – | – – – | – nil. | |
| Banbury | 20 – – | 18 15 6 | 15 – – | |
| Bangor | 6 4 8 | 4 12 8 | 5 – – | |
| Barnard's Castle | 1 – – | 1 10 4 | 1 – – | |
| Barnet | – 3 3 | 1 5 – | 2 – – | |
| Barnsley | 9 2 – | 3 5 4 | 5 – – | (b) |
| Barnstaple | 6 – – | 7 10 6 | 5 – – | |
| Barton-on-Humber | 1 – – | – 13 – | 1 – – | |
| Basingstoke | 7 10 – | 10 7 8 | 5 – – | |
| Bath | 42 11 4 | 27 10 4 | – nil. – | (c) |
| Battle | 5 – – | 1 7 10 | 4 – – | |
| Bawtry | 3 16 – | 5 3 8 | 3 – – | |
| Beaumaris | 5 10 2 | 3 6 – | 3 – – | |
| Beccles | 3 13 4 | 2 16 4 | 3 – – | |
| Beaconsfield | 1 4 – | 1 3 10 | 1 – – | |
| Bedale | 1 19 4 | 1 2 6 | 1 – – | |
| Bedford | 10 – – | 4 5 2 | 9 – – | |
| Belford | – – – | 16 6 – | – nil. | |
| Belper | – 8 10 | – – – | – nil. | |
| Berkhampstead | 6 – – | – 13 4 | 5 – – | |
| Berwick | – – – | – – – | – nil. | |
| Beverley | 12 2 8 | 6 6 2 | 11 10 – | |
| Bewdley | – 15 3 | 3 – 6 | – 10 – | |
| Bicester | 9 2 6 | 1 8 – | 5 – – | |
| Bideford | 4 19 – | 7 8 8 | 3 10 – | |
| Biggleswade | – 5 – | 1 17 2 | – nil. | |
| Billericay | 4 15 – | 5 1 2 | 1 – – | |
| Bilstone | 1 6 7 | 1 9 8 | 1 – – | |
| Birmingham | 19 13 – | 26 3 8 | – nil. – | (d) |
| Bishop's Castle | – – – | – – – | – nil. | |
| Bishop's Stortford | – – – | 3 15 10 | – nil. | |
| Bishop's Waltham | – – – | – 18 2 | – nil. | |
| Blackburn | 7 – – | 13 9 4 | 6 – – | |
| Blandford | 4 – – | 5 19 6 | 4 – – | |
| Bognor | 3 19 3 | 11 13 6 | 3 – – | |
| Bodmin | 3 13 4 | 4 10 10 | 2 10 – | |
| Bolton | – – – | 9 10 2 | 10 – – | |
| Boroughbridge | 1 15 – | – 18 2 | 1 10 – | |
| Boston | 19 – – | 19 9 2 | 19 – – | |
| Bourne | – – – | 2 16 2 | 3 – – | |
| Brackley | – 6 6 | – 17 2 | – nil. | |
| Bracknell | 1 – – | 1 6 10 | 1 – – | |
| Bradford (Yorkshire) | 46 13 7 | 51 2 – | 40 – – | |
| Bradford (Wiltshire) | 5 4 – | 4 10 2 | 4 – – | |
| Braintree | – – – | 5 6 4 | 1 10 – | |
| Brampton | – 12 6 | – 5 4 | – 10 – | |
| Brandon | 4 9 4 | 3 7 4 | 4 – – | |
| Brecknock | 1 10 – | 5 19 2 | – nil. – | (a) |
| Brentwood | 1 14 3 | 6 5 6 | 1 10 – | |
| Bridgend | 2 12 – | – 7 6 | – nil. – | (a) |
| Bridgenorth | 10 – – | 8 13 10 | 5 – – | |
| Bridgewater | 15 6 8 | 7 16 4 | 7 – – | |
| Bridlington | 1 6 8 | 1 11 4 | 1 – – | |
| Bridport | – – – | 3 15 6 | – nil. | |
| Brigg | – – – | – 13 10 | 1 – – | |
| Brighton | 216 2 1 | 254 8 10 | 200 – – | |
| Bristol | 96 10 11 | – – – | – – – | (e) |
| Brixham | 6 – – | 3 17 2 | – nil. – | (a) |
| Broadway | – 7 6 | – 10 2 | – nil. | |
| Bromley | – 3 6 | 1 17 – | – nil. | |
| Bromyard | 2 10 – | 3 13 10 | 2 – – | |
| Broomsgrove | 6 3 4 | 2 3 10 | 5 – – | |
| Brough | – 2 2 | 9 4 – | – nil. | |
| Buckingham | – – – | 4 4 2 | 2 – – | |
| Builth | – – – | – 13 4 | – nil. | |
| Bungay | 5 4 – | 6 11 4 | 4 – – | |
| Buntingford | – – – | – 14 10 | – nil. | |
| Burford | 1 – – | 1 15 8 | 1 – – | |
| Burnley | – – – | 5 19 6 | – 12 – | |
| Burton-in-Kendal | – – – | – 7 8 | – nil. | |
| Burton-on-Trent | – – – | 7 6 2 | 4 – – | |
| Bury St. Edmund's | 19 7 8 | 43 17 10 | 19 – – | |
| Bury (Lancashire) | 3 16 8 | 3 18 10 | 3 10 – | |
| Buxton | 5 – – | 5 15 2 | 1 – – | |
| Callington | 3 14 4 | – 19 10 | 1 10 – | |
| Calne | – 15 – | 1 5 4 | – 10 – | |
| Cambridge | 51 13 4 | 158 17 10 | 45 – – | |
| Camelford | – – – | – – – | – nil. | |
| Campden | 5 19 2 | 3 16 4 | 3 – – | |
| Canterbury | 38 2 4 | 86 8 4 | 35 – – | |
| Cardiff | 10 – – | 15 – 8 | 10 – – | |
| Cardigan | – – – | 7 4 – | 4 – – | |
| Carlisle | 6 13 4 | 16 2 – | 6 10 – | |
| Carmarthen | 17 13 4 | 7 17 6 | 15 – – | |
| Carnarvon | 9 7 6 | 4 12 – | 5 – – | |
| Catterick | – – – | – 15 8 | – nil. | |
| Caxton | – – – | – 12 8 | – nil. | |
| Chalford | – – – | – 3 10 | – nil. | |
| Chard | – – – | 3 8 6 | 2 – – | |
| Charmouth | – – – | – – – | – nil. | |
| Chatham | 34 6 8 | 69 17 6 | 30 – – | |
| Chatteris | 1 9 – | 2 2 8 | 1 – – | |
| Cheadle | 1 – – | – 14 – | 1 – – | |
| Chelmsford | 15 – – | 25 15 8 | 13 – – | |
| Cheltenham | – – – | 76 – – | 60 – – | |
| Chepstow | 6 11 8 | 12 11 4 | – nil. – | (a) |
| Chertsey | – – – | 3 14 8 | – nil. – | (f) |
| Chester | 10 – – | 9 13 8 | 10 – – | |
| Chesterfield | 4 16 8 | 1 11 8 | 4 – – | |
| Chester-le-Street | – – – | 3 7 10 | – nil. | |
| Chichester | 61 19 5 | 48 17 6 | 30 – – | |
| Chippenham | 3 1 4 | 5 4 6 | 2 10 – | |
| Chipping Norton | 1 10 – | 4 19 2 | 1 10 – | |
| Chirk | – – – | – – – | – nil. | |
| Chorley | – – – | 3 19 – | 3 – – | |
| Christchurch | 4 11 3 | 4 9 6 | 3 10 – | |
| Chudleigh | 1 – – | 1 – 4 | 1 – – | |
| Chumleigh | – – – | – – – | – nil. | |
| Cirencester | 12 7 7 | 23 – 6 | 10 – – | |
| Clare | – – – | 1 7 2 | 1 – – | |
| Clitheroe | – – – | – 14 4 | – nil. | |
| Cobham | – 5 – | 1 10 6 | – nil. | |
| Cockermouth | – – – | – 18 8 | – nil. | |
| Colchester | – – – | 37 3 8 | – nil. – | (a) |
| Coleford | 4 5 4 | 3 16 6 | 3 – – | |
| Coleshill | – 5 3 | – 3 6 | – nil. | |
| Colnbrook | 3 – – | 2 3 10 | 3 – – | |
| Congleton | 6 10 – | 1 11 – | 5 – – | |
| Conway | 5 5 4 | – 17 – | 2 – – | |
| Corwen | – – – | 1 8 8 | – nil. | |
| Coventry | 7 4 6 | 15 – – | 7 – – | |
| Cowbridge | 7 11 8 | 3 16 6 | 6 – – | |
| Cowes, Isle of Wight | – – – | 16 13 6 | 4 – – | |
| Cranbrook | 1 10 – | 3 – 4 | 1 10 – | |

(continued)

(a) New deputies. (b) For one year, calculated on nine months. (c) Carried to revenue.
(d) Considered when deputy's salary was determined. (e) Previously carried to account of revenue. (f) New post town.

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 Oct. 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| ENGLAND, &c.—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Crawley | – 13 – | 2 – 4 | – 10 – | |
| Crediton | – – – | 4 14 – | 4 – – | |
| Crewkerne | 1 14 6 | 1 17 2 | 1 10 – | |
| Crickhowell | – – – | 1 6 – | – nil. | |
| Cross | – – – | – – – | – nil. | |
| Croydon | 8 6 5 | 1 12 8 | – nil. | (a) |
| Cuckfield | 6 13 4 | 8 15 2 | 5 – – | |
| Cullompton | – – – | 1 – 4 | 1 – – | |
| Darlington | 12 – – | 17 16 8 | 9 – – | |
| Dartford | 11 – – | 10 11 – | 10 – – | |
| Dartmouth | 7 12 6 | 10 5 10 | 7 10 – | |
| Daventry | – – – | 2 8 8 | 1 – – | |
| Dawlish | 5 – – | 3 17 – | 4 – – | |
| Deal | – – – | 39 16 4 | 25 – – | |
| Denbigh | – – – | 1 4 4 | 1 – – | |
| Derby | 45 – – | 23 7 4 | 45 – – | |
| Dereham | – – – | 7 19 – | – 10 – | |
| Dewsbury | 6 3 – | 5 2 2 | 4 – – | |
| Devizes | 2 18 8 | 8 12 10 | 2 10 – | |
| Devonport | 29 19 6 | 30 8 10 | 28 – – | |
| Diss | – 17 4 | 8 2 – | – 10 – | |
| Doncaster | 30 8 4 | 41 5 2 | 15 – – | |
| Dorchester | 8 8 – | 11 8 6 | 7 – – | |
| Dorking | 2 7 4 | 1 18 8 | 2 – – | |
| Dover | – – – | 46 14 6 | 35 – – | |
| Downham | 2 12 4 | 5 5 2 | 2 – – | |
| Driffield | – – – | 6 8 4 | 2 10 – | |
| Droitwich | – – – | 1 16 – | 1 – – | |
| Dudley | – – – | 13 5 10 | 9 – – | |
| Dunchurch | – 2 6 | – 3 10 | – nil. | |
| Dunmow | 12 13 4 | 4 11 10 | 5 – – | |
| Dunstable | – – – | 2 19 2 | – nil. | |
| Durham | 12 3 – | 39 12 10 | 12 – – | |
| Dursley | 7 12 – | 4 1 2 | 6 – – | |
| Eastbourne | 1 – – | 3 11 10 | 1 – – | |
| East Grinstead | 2 10 – | 3 – 10 | 2 – – | |
| Eccleshall | – – – | – – 4 | 1 – – | |
| Edgeware | – – – | – 1 10 | – nil. | |
| Ellesmere | 2 – – | 1 3 – | 1 10 – | |
| Ely | – – – | 9 14 4 | – nil. | |
| Emsworth | 4 11 – | 4 3 4 | 3 10 – | |
| Enstone | – 2 9 | 1 7 6 | – nil. | |
| Epping | 5 – – | 6 17 – | 4 – – | |
| Epsom | 5 – – | 7 14 10 | 4 – – | |
| Ermebridge | – – – | – – – | – nil. | |
| Esher | 1 19 4 | 2 4 – | 1 10 – | |
| Evesham | 1 4 9 | 2 11 2 | 1 – – | |
| Exeter | 107 9 2 | 125 13 – | 100 – – | |
| Exmouth | 5 16 7 | 7 11 – | 5 – – | |
| Eye | 1 5 – | 1 14 10 | 1 – – | |
| Fairford | – – – | 1 7 8 | 1 – – | |
| Fakenham | 4 – – | 9 3 10 | – nil. | (b) |
| Falmouth | 11 6 7 | 11 10 2 | 11 – – | |
| Fareham | – – – | 6 1 10 | 10 – – | |
| Farnham | 9 – – | 17 15 10 | 7 10 – | |
| Farringdon | – – – | – 13 4 | – nil. | |
| Felton | – 6 9 | – 15 – | – nil. | |
| Fenny Stratford | – – – | – – – | – nil. | |
| Ferrybridge | – – – | – 7 6 | – nil. | |
| Feversham | 16 6 11 | 12 15 6 | 12 – – | |
| Folkingham | – 3 – | – 8 8 | – nil. | |
| Folkstone | – – – | 3 17 2 | 2 10 – | |
| Footscray | – – – | – 9 – | – nil. | |
| Fordingbridge | – – – | – 10 4 | – 10 – | |
| Fowey | 1 3 – | – – – | 1 – – | |
| Froome | 7 13 4 | 6 5 4 | 5 – – | |
| Gainsborough | – – – | 7 8 6 | 5 – – | |
| Garstang | – 19 – | 2 – 6 | – 10 – | |
| Gateshead | – – – | 7 5 2 | 4 10 – | |
| Gerrard's Cross | – 9 10 | 1 6 4 | – 10 – | |
| Glastonbury | – – – | 1 16 – | 1 10 – | |
| Gloucester | 23 3 6 | 25 13 6 | 22 – – | |
| Godalming | 3 – – | 3 19 4 | 2 10 – | |
| Godstone | 2 7 10 | 2 1 4 | 1 10 – | |
| Goole | – – – | 1 7 – | – nil. | |
| Gosport | 12 13 7 | 23 7 – | 10 – – | |
| Grantham | 4 – – | 16 13 6 | 3 10 – | |
| Gravesend | 28 8 11 | 40 17 8 | 25 – – | |
| Gretabridge | – – – | – 4 4 | – nil. | |
| Grimsley | – – – | – 6 6 | 1 – – | |
| Guernsey | – – – | 8 2 – | 3 – – | |
| Guildford | 5 10 – | 14 8 10 | 5 – – | |
| Gaisborough | – 6 2 | – 9 2 | – nil. | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 Oct. 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| ENGLAND, &c.—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Hadleigh | 5 3 6 | 4 7 4 | 5 – – | |
| Halesworth | 8 – – | 4 19 – | 5 – – | |
| Halifax | 29 6 1 | 14 19 4 | 28 – – | |
| Halstead | 8 6 8 | 13 18 8 | 8 – – | |
| Harleston | 2 13 10 | 4 10 – | 2 10 – | |
| Harlow | – 18 – | 3 1 – | – 10 – | |
| Harrowgate | 13 – 10 | 10 15 2 | 9 – – | |
| Hartford Bridge | – – – | 3 12 – | 1 10 – | |
| Harwich | 3 – – | 8 11 2 | 2 10 – | |
| Haslemere | – – – | – 7 – | – nil. | |
| Hastings | 36 16 11 | 76 16 4 | 30 – – | |
| Hatfield | 5 – – | – 15 8 | – nil | (a) |
| Hawes | – – – | – – – | – nil. | |
| Havant | 3 18 – | 2 4 – | 3 – – | |
| Haverfordwest | 15 16 8 | 28 16 8 | 15 – – | |
| Hay | 3 6 10 | 4 2 8 | 3 – – | |
| Haydon Bridge | 1 – – | – 13 8 | 1 – – | |
| Hayle | – – – | – – – | 1 10 – | |
| Helstone | – – – | 6 8 4 | 2 – – | |
| Hemel Hempstead | 2 5 – | 2 7 2 | 2 – – | |
| Henley-on-Thames | 12 2 8 | 12 3 4 | 9 – – | |
| Hereford | – – – | 16 12 – | 15 – – | |
| Hertford | – – – | 7 19 8 | 2 10 – | |
| Hexham | – – – | 1 9 – | – nil. | |
| Heytesbury | – 6 10 | – – – | – nil. | |
| Higham Ferrers | – – – | – 12 4 | – 10 – | |
| Highworth | – – – | 3 18 10 | 1 10 – | |
| High Wycombe | 11 – – | 12 11 10 | 9 – – | |
| Hinckley | – – – | 3 16 4 | 2 – – | |
| Hindon | – – – | – 6 4 | – nil. | |
| Hitchin | 10 – – | 5 19 6 | 10 – – | |
| Hithe | – – – | 7 13 – | 4 10 – | |
| Hobb's Point | – – – | 2 1 2 | – nil. | |
| Hoddesdon | – 18 10 | 1 17 6 | – 10 – | |
| Holbeach | 3 13 4 | 2 18 8 | 3 – – | |
| Holt | – – – | 1 7 8 | – 10 – | |
| Holyhead | – – – | – 6 8 | – nil. | |
| Holywell | 2 10 – | 2 17 6 | 2 – – | |
| Honiton | 8 17 1 | 12 – 10 | 8 10 – | |
| Horncastle | 2 13 4 | 4 4 – | 2 – – | |
| Horndean | – – – | – 4 10 | – nil. | |
| Horsham | 12 13 4 | 18 11 10 | 9 – – | |
| Hounslow | – – – | 1 13 – | – nil. | |
| Howden | 4 4 – | 3 6 4 | 3 10 – | |
| Hull | 113 11 – | 274 19 – | 100 – – | |
| Hungerford | – – – | 1 18 6 | – nil. | |
| Huntingdon | – – – | 12 11 – | – nil | (b) |
| Huddersfield | 25 – – | 27 9 2 | 25 – – | |
| Ilchester | – 5 – | – 8 10 | – nil. | |
| Ilfracombe | – 8 – | – 3 4 | – nil. | |
| Ilminster | – – – | 3 5 2 | – nil. | |
| Ingatestone | – – – | 3 11 10 | 1 – – | |
| Ironbridge | – – – | – 6 2 | 1 – – | |
| Ipswich | 33 5 7 | 65 10 4 | 33 – – | |
| Isle of Man | 3 – – | 18 16 10 | 2 10 – | |
| Ivy Bridge | – – – | – 15 2 | – nil. | |
| Jersey | 16 1 11 | 41 6 2 | 15 – – | |
| Kineton | – – – | – – 10 | – nil. | |
| Kelvedon | 1 9 4 | 1 6 4 | 1 10 – | |
| Kendal | 9 4 4 | 11 11 10 | 9 – – | |
| Keswick | – – – | 4 9 6 | – 15 – | |
| Kettering | – 9 – | 2 2 6 | – nil. | |
| Kidderminster | 19 6 8 | 17 2 8 | 15 – – | |
| Kimbolton | – – – | 2 14 – | – nil. | |
| Kingsbridge | 2 10 – | 1 10 – | 2 – – | |
| Kingston-on-Thames | 4 – 9 | 4 10 2 | 3 10 – | |
| Kington | – – – | 2 1 6 | 1 – – | |
| Kirby Lonsdale | 1 4 – | 1 11 2 | 1 – – | |
| Knaresborough | 7 7 8 | 1 14 2 | 6 10 – | |
| Knutsford | – 19 2 | – 7 2 | 1 – – | |
| Lamberhurst | 10 – – | 17 8 6 | 8 – – | |
| Lampeter | – – – | – – – | – nil. | |
| Lancaster | 10 10 4 | 13 6 8 | 10 10 – | |
| Llanelly | – – – | 2 9 6 | 1 10 – | |
| Launceston | 6 10 – | 6 15 10 | 6 10 – | |
| Lawton | – – – | – – – | – nil. | |
| Leamington | 42 16 9 | 57 16 2 | 40 – – | |
| Leatherhead | – – – | 4 9 6 | 3 10 – | |
| Lechlade | – – – | – – 4 | – nil. | |
| Ledbury | 2 16 8 | 3 18 – | 2 – – | |
| Leeds | 89 12 2 | 197 12 6 | 85 – – | |
| Leek | – – – | 5 4 2 | 3 – – | |
| Leicester | 36 1 4 | 73 1 8 | 34 – – | |

(a) New deputies.

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 Oct. 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| ENGLAND, &c.—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Leighton Buzzard | 1 14 – | 3 17 4 | 1 10 – | |
| Leominster | – – – | 8 9 10 | 7 – – | |
| Liskeard | 6 15 11 | 4 2 8 | 5 10 – | |
| Lewes | – – – | 32 14 10 | 8 – – | |
| Lichfield | – – – | 8 19 10 | 5 – – | |
| Lincoln | 3 – – | 35 19 2 | 3 – – | |
| Linton | – – – | – 1 4 | – nil. | |
| Liphook | – 17 6 | 1 14 8 | – 10 – | |
| Liverpool | 300 8 2 | 494 1 10 | 300 – – | |
| Llandilo | – – – | 1 14 10 | – nil – | (a) |
| Llandovery | 2 – – | 1 15 6 | 1 10 – | |
| Llangadock | – – – | – 8 4 | – nil. | |
| Llangollen | – – – | – – – | – nil. | |
| Long Stratton | – – – | – 8 2 | – nil. – | (a) |
| Lostwithiel | 1 1 8 | – 15 – | 1 – – | |
| Loughborough | – – – | 1 14 8 | – nil. – | (a) |
| Louth | 5 6 – | 4 6 4 | 4 – – | |
| Lowestoft | 2 2 – | 6 9 – | 2 – – | |
| Ludlow | – – – | 8 14 8 | 5 – – | |
| Luton | – – – | 6 6 – | – nil. | |
| Lutterworth | 2 2 – | 4 2 – | 2 – – | |
| Lyme | – – – | 4 13 2 | 1 10 – | |
| Lymington | – – – | 16 7 6 | 6 – – | |
| Lyndhurst | – – – | 1 3 8 | – nil. | |
| Lynn | 36 – 7 | 42 – 6 | 36 – – | |
| Macclesfield | 5 – – | 8 7 8 | 5 – – | |
| Maidenhead | 24 6 8 | 13 7 – | 16 – – | |
| Maidstone | 47 1 10 | 95 11 6 | 40 – – | |
| Maldon | 3 16 2 | 7 3 4 | 3 – – | |
| Marlborough | 12 7 6 | 14 1 10 | 12 – – | |
| Malton, New | 6 4 – | 9 – 10 | 5 10 – | |
| Malvern | 12 – – | 6 2 10 | 10 – – | |
| Manchester | 270 – – | 331 11 6 | 270 – – | |
| Manningtree | – 5 – | 1 15 2 | – nil. | |
| March | 6 13 4 | 5 – – | – nil. – | (a) |
| Mansfield | – – – | 5 18 – | 3 – – | |
| Margate | 15 19 1 | 53 19 8 | 14 – – | |
| Market Deeping | 2 10 2 | 2 4 – | 2 – – | |
| Market Drayton | 18 5 – | 1 9 6 | 2 – – | |
| Marazion | 1 6 8 | – 10 4 | 1 – – | |
| Market Harborough | – – – | 2 13 8 | 2 – – | |
| Market Raisin | 1 – – | – 4 6 | – nil. | |
| Market Street | – 5 – | – 7 2 | – nil. | |
| Market Weighton | – – – | 1 16 4 | 1 – – | |
| Marlow | 3 7 4 | 7 4 10 | 3 – – | |
| Matlock | – 11 8 | 1 11 4 | – 10 – | |
| Maryport | – 9 4 | 5 7 6 | – nil. | |
| Melksham | 5 13 4 | 5 2 10 | 5 – – | |
| Melton Mowbray | 4 13 – | 4 1 – | 4 10 – | |
| Merthyr Tydvil | – – – | 2 16 4 | – nil. | |
| Middlewich | – – – | 2 1 4 | – nil – | (1) |
| Midhurst | 1 8 7 | 2 13 2 | 1 – – | |
| Mildenhall | 3 – – | 2 5 4 | 3 – – | |
| Milford | – – – | 1 11 8 | – nil. | |
| Milnthorpe | – – – | – 12 2 | – nil. | |
| Mold | 14 – – | – 9 8 | 5 – – | |
| Monmouth | 5 4 – | 11 16 8 | – nil. – | (a) |
| Morpeth | – 5 9 | – – – | – nil. | |
| Moreton-in-Marsh | – – – | 2 13 8 | 2 – – | |
| Namptwich | 1 16 8 | 3 4 4 | 1 10 – | |
| Narbeth | 1 19 – | 1 7 – | 1 10 – | |
| Neath | – – – | 1 11 8 | – nil. | |
| Nettlebed | – 13 – | – 7 2 | – 10 – | |
| Newark | 9 5 6 | 32 16 10 | 9 – – | |
| Newbury | 27 12 9 | 66 1 8 | 24 – – | |
| Newcastle-upon-Tyne | 52 7 7 | 112 18 10 | 50 – – | |
| Newcastle-under-Lyne | 7 10 – | 20 5 4 | 7 – – | |
| Newmarket | 15 17 6 | 18 6 – | 15 – – | |
| Newnham | – – – | – 17 4 | – 10 – | |
| Newport (Monmouth) | 39 10 10 | 37 8 4 | 30 – – | |
| Newport, I. of Wight | – – – | 8 10 8 | 5 – – | |
| Newport Pagnel | 19 19 3 | 9 16 4 | 5 – – | |
| Newport (Salop) | – – – | 4 19 10 | 4 – – | |
| Newton Abbott | – – – | 4 3 6 | 3 – – | |
| Newton (Montgomerys.) | – 5 – | – 10 6 | – nil. | |
| Northallerton | – – – | 3 9 – | – nil. | |
| Northampton | – – – | 38 19 2 | – nil. – | (a) |
| Northleach | – – – | 2 17 6 | – nil. | |
| Northwich | – 7 6 | 1 8 10 | – nil. | |
| Norwich | 55 12 1 | 186 14 10 | 54 – – | |
| Nottingham | 30 – – | 53 19 8 | 30 – – | |
| Oakham | – 5 1 | – 9 6 | – nil. | |
| Oakhampton | 4 16 8 | 4 9 – | 4 – – | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 Oct. 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| ENGLAND, &c.—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Odiham | 2 6 8 | 1 15 6 | 1 10 – | |
| Ollerton | – – – | – 8 10 | – nil. | |
| Ongar | – – – | 2 13 8 | 2 – – | |
| Ormskirk | – – – | – 7 4 | 1 – – | |
| Oswestry | 6 10 4 | 2 6 10 | 5 – – | |
| Otley | 1 – 10 | 1 – – | 1 – – | |
| Oundle | – – – | 4 7 8 | 3 – – | |
| Oxford | 99 12 1 | 112 17 6 | 95 – – | |
| Overton | – 5 – | 1 4 2 | – nil. | |
| Pembroke | – – – | 1 12 – | – nil. | |
| Penkridge | – – – | – 2 8 | – nil. | |
| Penrith | 4 17 8 | 6 15 – | 4 10 – | |
| Penryn | 1 12 3 | 4 7 10 | 1 10 – | |
| Penzance | 9 10 – | 12 12 4 | 8 – – | |
| Pershore | – – – | 2 2 – | 1 10 – | |
| Peterborough | 11 10 – | 12 – 4 | 10 – – | |
| Petersfield | 1 19 6 | 1 12 2 | 1 10 – | |
| Petworth | – – – | 9 4 8 | 6 – – | |
| Pewsey | – – – | 1 7 8 | – 10 – | |
| Pickering | 1 1 6 | 1 – – | 1 – – | |
| Plymouth | 44 4 5 | 97 4 6 | 40 – – | |
| Plympton | – – – | 1 12 2 | 1 – – | |
| Pocklington | – – – | 1 – 10 | – nil. | |
| Pontefract | 3 8 8 | 3 1 8 | 3 – – | |
| Poole | 17 8 11 | 15 13 10 | 16 – – | |
| Portsmouth | 27 10 – | 109 2 4 | 26 – – | |
| Prescot | 11 13 – | 2 10 2 | 4 – – | |
| Presteign | – – – | – 3 2 | – nil. | |
| Preston | 21 14 4 | 8 16 2 | 18 – – | |
| Prestonbrook | – – – | – 4 4 | – nil. | |
| Pwlheli | 1 1 4 | 4 8 10 | 1 – – | |
| Queenborough | – 12 – | 1 3 – | – 10 – | |
| Ramsgate | 22 10 9 | 22 8 2 | 20 – – | |
| Ravenglass | – 1 11 | – – – | – nil. | |
| Reading | 36 12 9 | 56 12 4 | 32 – – | |
| Redruth | – – – | 4 4 4 | – nil. | |
| Reigate | – – – | 4 3 10 | – nil. | |
| Retford | 4 15 – | 8 6 10 | 4 10 – | |
| Rhayader | – – – | – 3 – | – nil. | |
| Richmond (Yorkshire) | 1 8 5 | 6 3 – | 1 – – | |
| Rickmansworth | – – – | 1 7 6 | – nil. | |
| Ringwood | 4 16 2 | 4 2 8 | 3 10 – | |
| Ripley | 1 – – | 1 13 8 | 1 – – | |
| Rippon | 2 3 4 | 1 17 10 | 2 – – | |
| Robertsbridge | – – – | 1 16 10 | – nil. | |
| Rochdale | – 5 4 | 5 6 2 | – nil. | |
| Rochester | 38 12 2 | 63 5 8 | 35 – – | |
| Rochford | – – – | 4 13 4 | 2 10 – | |
| Rockingham | – 6 – | – 1 – | – nil. | |
| Romney, New | – 13 6 | – 14 10 | – 10 – | |
| Ross (Herefordshire) | 7 1 4 | 9 10 10 | 6 – – | |
| Rotherham | – – – | 1 12 2 | 1 – – | |
| Rougham | – – – | – 17 4 | – nil. | |
| Royston | 4 – – | 3 3 8 | 4 – – | |
| Rugeley | – – – | 1 5 2 | 2 – – | |
| Rugby | 2 – – | 1 11 8 | 1 10 – | |
| Rumford | – 3 – | – 14 6 | – nil. | |
| Rushyford | – – – | 2 19 6 | – nil. | |
| Rumsey | – – – | 5 2 – | 8 – – | |
| Ruthin | 2 6 8 | 3 1 – | 2 – – | |
| Ryde, Isle of Wight | 13 5 – | 27 4 6 | 13 – – | |
| Rye | 7 16 – | 7 11 6 | 5 10 – | |
| Saffron Walden | – – – | 3 10 4 | 2 – – | |
| St. Albans | – – – | 6 2 2 | – nil. | |
| St. Asaph | – – – | – 9 4 | – nil. | |
| St. Austle | 18 5 – | 10 10 6 | 10 – – | |
| St. Clears | – 10 – | 1 13 6 | – 10 – | |
| St. Columb | – – – | – 15 8 | – nil. | |
| St. Helens | 4 – – | 5 15 – | 3 – – | |
| St. Ives | 10 – – | 6 15 4 | 2 – – | |
| St. Leonards | 17 13 4 | 19 – 2 | 15 – – | |
| St. Neots | 1 – – | 10 15 4 | 1 – – | |
| Salisbury | 21 9 1 | 40 13 4 | 18 – – | |
| Sandbach | – – – | – 12 8 | – nil. | |
| Sandwich | 1 5 – | 4 5 2 | 1 – – | |
| Sawbridgeworth | – – – | – 2 2 | 3 – – | |
| Saxmundham | 4 – – | 4 15 – | 3 10 – | |
| Scarborough | 14 – – | 18 9 – | 13 – – | |
| Scole | – – – | – 8 – | – nil. | |
| Selby | 3 15 – | 3 7 2 | 3 – – | |
| Settle | – 10 – | 1 – 2 | – 10 – | |
| Sevenoaks | 10 – – | 9 – 2 | 8 – – | |
| Shaftesbury | 2 – – | 4 5 2 | 2 – – | |

(1) New deputies.

*(continued)*

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 Oct. 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| ENGLAND, &c.—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Sheerness | 14 11 – | 19 6 2 | 12 – – | |
| Sheffield | 35 15 3 | 48 – 6 | 32 – – | |
| Shepton Mallet | 9 2 6 | – 18 10 | nil. | (a) |
| Sherborne | 4 8 4 | 9 14 10 | 3 10 – | |
| Shields, North | 16 3 3 | 24 18 6 | 15 – – | |
| Shields, South | 10 4 2 | 20 6 10 | 5 – – | |
| Shiffnal | 2 8 4 | 3 6 6 | 1 10 – | |
| Shipstone | – – – | 1 1 2 | nil. | |
| Shooter's-hill | – – – | – – – | nil. | |
| Shoreham | – 16 – | 1 18 8 | – 10 – | |
| Shrewsbury | – – – | 4 2 2 | nil. | |
| Sidmouth | 1 1 – | 7 6 4 | 1 – – | |
| Sittingbourne | – – – | 7 15 4 | 9 – – | |
| Skipton | – 15 4 | 2 9 8 | – 10 – | |
| Sleaford | 8 10 7 | 5 18 2 | 8 – – | |
| Solihull | – 8 8 | – 10 2 | 1 – – | |
| Somerton | – – – | – 7 10 | 1 – – | |
| Southall | – – – | 1 2 2 | nil. | |
| Southam | – – – | – 6 – | nil. | |
| Southampton | 23 11 3 | 30 17 6 | 20 – – | |
| South Molton | 4 11 – | 2 15 10 | 3 – – | |
| South Petherton | – – – | – 6 6 | nil. | |
| Spalding | 13 10 – | 10 – 10 | 12 – – | |
| Spilsby | 5 10 – | 4 18 8 | 4 10 – | |
| Spittal | – – – | – – – | nil. | |
| Stafford | – – – | – 10 8 | 1 – – | |
| Staines | 1 – 8 | – 9 2 | 1 – – | |
| Stamford | 21 8 2 | 21 14 10 | 20 – – | |
| Stanmore | 1 10 – | – 1 – | 1 – – | |
| Stevenage | – 3 5 | 1 7 – | nil. | |
| Steyning | 2 – – | 1 9 4 | 1 10 – | |
| Stilton | – 10 10 | – 11 – | – 10 – | |
| Stockbridge | – – – | 2 17 – | 2 – – | |
| Stockport | – – – | 9 4 4 | 4 – – | |
| Stockton-on-Tees | 20 6 2 | 14 16 4 | 5 – – | |
| Stokenchurch | – 4 4 | – 5 2 | nil. | |
| Stokesley | – 7 3 | 5 6 – | nil. | |
| Stone | 1 19 – | – 4 8 | 1 – – | |
| Stoney Cross | – – – | – – 6 | nil. | |
| Stoneham | – – – | – 17 6 | – 10 – | |
| Stoney Stratford | 1 5 – | 1 15 4 | 1 – – | |
| Stourbridge | 5 9 8 | 8 14 4 | 4 10 – | |
| Stourport | 4 13 4 | 2 6 10 | 4 – – | |
| Stowmarket | 5 15 3 | 8 15 6 | 1 10 – | |
| Stratford-on-Avon | 13 6 8 | 28 4 4 | 11 – – | |
| Stroud | 4 11 3 | 4 10 2 | 4 10 – | |
| Sudbury | – – – | 1 6 8 | nil. | (a) |
| Sunderland | 18 19 5 | 69 9 6 | 18 – – | |
| Swaffham | 5 – 4 | 6 8 6 | 4 10 – | |
| Swansea | 15 9 6 | 12 8 10 | 15 – – | |
| Swindon | – 13 6 | 2 7 8 | – 10 – | |
| Tadcaster | – 5 – | 2 3 4 | nil. | |
| Tairback | – – – | 2 1 4 | nil. | (b) |
| Tamworth | – – – | 4 16 – | nil. | |
| Tarporley | – 5 4 | – 1 – | nil. | |
| Taunton | 38 12 – | 43 7 – | 38 – – | |
| Tavistock | 3 17 4 | 6 14 9 | 3 – – | |
| Teignmouth | 4 – – | 7 12 4 | 4 – – | |
| Tenbury | – – – | 1 7 – | 1 – – | |
| Tenby | – – – | 2 8 6 | 1 – – | |
| Tenterden | – – – | 3 3 2 | nil. | |
| Tetbury | – – – | 8 7 10 | nil. | |
| Tetsworth | – – – | 1 2 4 | nil. | |
| Tewkesbury | – – – | 6 3 2 | 4 – – | |
| Thame | – – – | 3 4 2 | nil. | |
| Thetford | 5 4 4 | 11 – 2 | 5 – – | |
| Thirsk | – – – | 8 5 8 | 5 – – | |
| Thorne | 1 13 4 | 2 12 – | 1 10 – | |
| Thrapstone | 3 10 3 | 6 10 6 | 3 – – | |
| Tipton | – – – | – 3 8 | nil. | |
| Tiverton | – – – | 18 1 10 | 10 – – | |
| Topsham | – 2 7 | – 7 4 | nil. | |
| Torquay | 18 – – | 22 12 4 | 18 – – | |
| Torrington | – – – | 4 2 8 | 3 10 – | |
| Totness | 10 – – | 8 3 6 | 6 – – | |
| Towcester | – 17 4 | 1 8 – | 1 – – | |
| Tring | – 9 4 | – 16 6 | – 10 – | |
| Trowbridge | – – – | 3 6 4 | nil. | |
| Truro | 20 – – | 20 2 2 | 20 – – | |
| Tunbridge | – – – | 11 8 10 | 6 10 – | |
| Tunbridge Wells | 30 – – | 50 15 2 | 25 – – | |
| Tuxford | – – – | – 8 10 | nil. | |
| Uckfield | 2 1 4 | 1 9 – | 2 10 – | |
| Ulverstone | 13 12 4 | 5 19 4 | 3 10 – | |
| Uppingham | – 8 8 | 1 2 2 | nil. | |
| Usk | – – – | 1 9 6 | nil. | |
| Uttoxeter | – – – | 1 1 4 | nil. | |
| Uxbridge | 10 14 5 | 15 1 – | 8 10 – | |
| Wakefield | 32 6 4 | 29 15 6 | 32 – – | |
| Wallingford | – – – | 6 3 6 | nil. | |
| Walsall | – 5 – | – 12 – | nil. | |
| Waltham Cross | 4 – 11 | – 15 10 | 3 – – | |
| Wangford | – – – | 3 12 – | – 10 – | |
| Wansford | – 5 – | – 11 2 | nil. | |
| Wantage | 3 10 – | 9 10 10 | nil. | (a) |
| Ware | – – – | 7 14 4 | 5 – – | |
| Wareham | 5 10 – | 6 16 – | 4 10 – | |
| Warminster | 10 – – | 11 18 2 | 10 – – | |
| Warrington | – – – | 4 8 10 | 1 10 – | |
| Warwick | – – – | 7 3 – | 5 – – | |
| Watford | 3 – – | 1 13 10 | nil. | |
| Wednesbury | – 18 4 | – 11 4 | 1 – – | |
| Welchpool | 9 15 3 | 7 9 10 | 5 – – | |
| Welford | – – – | – 1 10 | nil. | |
| Wellingborough | – – – | 2 1 6 | 1 – – | |
| Wellington (Salop) | 1 8 4 | 1 12 – | 1 – – | |
| Wellington (Somerset) | – – – | – 13 8 | nil. | |
| Wells (Norfolk) | – 16 – | 2 8 6 | – 10 – | |
| Wells (Somerset) | 11 – – | 11 18 2 | 10 – – | |
| Welwyn | 5 – 8 | 2 1 6 | 4 – – | |
| Wendover | – 12 – | 1 11 2 | – 10 – | |
| West Bromwich | 1 12 6 | 1 9 2 | 1 10 – | |
| Westbury | – 15 4 | 3 8 2 | – 10 – | |
| Wetherby | 1 11 11 | 1 6 4 | 1 10 – | |
| Weymouth | 15 – – | 8 7 4 | 15 – – | |
| Wheatley | – – – | – 7 2 | nil. | |
| Weedon | – – – | – 3 6 | nil. | |
| Whitby | 7 4 – | 8 3 4 | 7 – – | |
| Whitchurch (Hants) | 2 – – | 1 11 6 | 1 10 – | |
| Whitchurch (Salop) | – – – | 7 2 10 | 4 – – | |
| Whitehaven | 5 5 5 | 11 18 4 | 5 – – | |
| Wigan | – – – | 6 11 6 | 4 10 – | |
| Wigton | – – – | 4 4 6 | nil. | |
| Wiley | – – – | – 14 8 | nil. | |
| Wimborne | – – – | 3 4 6 | 5 – – | |
| Wincanton | 5 – – | 1 16 – | 2 10 – | |
| Winchester | 21 10 – | 15 13 – | 18 – – | |
| Windsor | 17 15 4 | 34 14 2 | 15 – – | |
| Wingham | 3 12 4 | 2 19 6 | 2 10 – | |
| Winston | – – – | – 4 6 | nil. | |
| Wirksworth | – – – | – 15 10 | nil. | |
| Wisbeach | 16 13 4 | 22 7 2 | 16 – – | |
| Witham | – – – | 3 10 10 | 1 – – | |
| Witney | – 6 10 | 1 8 6 | nil. | |
| Wiveliscombe | – 13 – | – – – | – 10 – | |
| Wokingham | – – – | 1 15 10 | nil. | |
| Wolverhampton | 12 – – | 21 3 8 | 11 – – | |
| Woburn | 2 10 – | 2 4 10 | 2 – – | |
| Woodbridge | 18 5 – | 5 13 4 | 18 – – | |
| Woodstock | – – – | 1 2 – | nil. | (a) |
| Woodyates | – – – | – – – | nil. | |
| Wootton-under-Edge | 8 2 2 | 3 16 4 | 6 10 – | |
| Worcester | 38 13 4 | 62 17 6 | 32 – – | |
| Workington | – – – | 6 5 4 | nil. | |
| Worksop | 5 6 8 | 6 9 2 | 4 10 – | |
| Worthing | 15 16 6 | 16 4 6 | 14 – – | |
| Wrexham | 3 4 4 | 1 10 10 | nil. | (a) |
| Wymondham | – – – | – 14 2 | 1 – – | |
| Yarm | – – – | 1 3 10 | nil. | |
| Yarmouth | 30 – 6 | 76 14 8 | 30 – – | |
| Yealhampton | – – – | – – – | – 10 – | |
| Yeovil | 11 3 4 | 12 – 2 | 10 – – | |
| York | 5 18 3 | 67 – 6 | 5 – – | |
| | | £. 7,481 17 10 | 4,205 17 – | |
| Proposed for Sub-Towns, as on p. 27 | | | 42 – – | |
| | | | £. 4,247 17 – | |

(a) New deputies.

(b) New post town.

Annual Produce - - - - £. 7,481 17 10
Proposed Compensation - - - 4,247 17 –

Gain to Revenue - - £. 3,234 – 10

| SUB-POST TOWN. | Average Amount per Annum for Three Years. | Proposed Compensation. | Remarks. | SUB-POST TOWN. | Average Amount per Annum for Three Years. | Proposed Compensation. | Remarks. |
|---|---|---|---|---|---|---|---|
| | £. s. d. | £. s. d. | | | £. s. d. | £. s. d. | |
| Burnham | 1 11 8 | 1 – – | | Scilly | 13 – – | 10 – – | |
| Burslem | 1 6 – | 1 – – | | Somersham | 2 10 – | 2 – – | |
| Clay | – 11 4 | – 10 – | | St. Ives, Truro | 3 17 2 | 3 – – | |
| Eton | 2 10 – | 2 – – | | Stoke | – 13 6 | – 10 – | |
| Easingwold | 2 14 – | 2 – – | | Staindrop | – 19 4 | – 10 – | |
| Haltwhistle | – 10 – | – 10 – | | Swanage | 2 11 8 | 2 – – | |
| Hanley | 1 10 – | 1 – – | | Wickwar | 1 10 5 | 1 – – | |
| Lane End | 8 9 9 | 6 – – | | Stow | 1 19 10 | 1 10 – | |
| Love | 1 10 – | 1 – – | | Yarmouth, Lymington | 5 – – | 4 – – | |
| Milverton | 1 10 – | 1 – – | | | £. | 42 – – | |
| Neston | 2 – 10 | 1 10 – | | | | | |

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 4 May 1841.

Referring to my Report of the 16th January last, I have now the honour to transmit Lists of the Postmasters in Ireland and Scotland, to whom I propose to grant compensation for loss of fees upon late letters; showing the estimated annual produce, calculated upon the amount carried to the public account in the six months ended 10th July 1840.

*Ireland:*

| | |
|---|---|
| Proposed compensations | £. 274 – – |
| Estimated produce | 665 10 6 |

*Scotland:*

| | |
|---|---|
| Proposed compensations | £. 178 – – |
| Estimated produce | 313 13 1 |

From which your Lordships will perceive that the present gain to the revenue, in the case of Ireland, is 391 *l.* 10 *s.* 6 *d.*, and Scotland 135 *l.* 13 *s.* 1 *d.* per annum.

I have only to repeat my earnest hope, that your Lordships' early attention may be directed to this subject.

I have, &c.
(signed) *Lichfield.*

## SCOTLAND.

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. | Proposed Compensation. | REMARKS. | POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | | | £. s. d. | £. s. d. | £. s. d. | |
| Arbroath | – 2 6 | 4 12 – | — | | Blair-Adam | – – – | – 6 8 | — | |
| Aberdeen | 26 18 4 | 27 11 8 | 26 – – | | Blair-Athole | – – – | – – – | — | |
| Aberdour | – – – | – 2 3 | — | | Blairgowrie | – – – | – 5 1 | — | |
| Aberfeldy | – – – | – – – | — | | Bonar Bridge | – – – | – – – | — | |
| Aboyne | – – – | – – – | — | | Bonair | – – – | – – – | — | |
| Airdrie | – – – | – 15 5 | — | | Boness | – – – | – 4 6 | — | |
| Alloa | – – 6 | 1 17 – | — | | Borrowstoness | – – – | – – – | — | |
| Annan | – – – | – – – | — | | Bowmore | – – – | – – – | — | |
| Anstruther | – 2 – | – – – | — | | Braco | – – – | – – – | — | |
| Appin | – – – | – – – | — | | Brechin | – – 8 | – 12 7 | — | |
| Ardorsier | – – – | – – – | — | | Bridge of Earn | – – – | – 1 6 | — | |
| Aros | – – – | – – – | — | | Broadford | – – – | – – – | — | |
| Auchterarder | – – – | – 1 6 | — | | Buckie | – – – | – – – | — | |
| Auchtermuchty | – – – | – – – | — | | Burntisland | – – – | – – – | — | |
| Ayr | – – – | – – – | — | | Callander | – – – | – – – | — | |
| Ayton | – 19 4 | – 3 6 | — | | Campbeltown | – – – | 1 19 5 | — | |
| Ballantrae | – 1 0 | – 10 – | — | | Canonbie | – – – | – – – | — | |
| Ballator | – – – | – – – | — | | Carr Bridge | – – – | – – – | — | |
| Ballindalloch | – – – | – – – | — | | Castle Douglas | – – – | – – – | — | |
| Banchory | – – – | – – – | — | | Chance Mt. | – – – | – – – | — | |
| Banff | – – – | 1 10 6 | — | | Cockburnspath | – 1 – | – 3 11 | — | |
| Bathgate | – – – | – – – | — | | Coldstream | – – – | – 6 10 | — | |
| Beauly | – – – | – – 5 | — | | Colinsburgh | – – – | – 1 – | — | |
| Beith | – – – | – – – | — | | Craig Ellachie | – – – | – – – | — | |
| Bervie | – – – | – – – | — | | Crail | – – – | – – – | — | |
| Biggar | – – – | – – – | — | | Crectown | – – – | – 4 – | — | |
| Blackshiels | – – – | – – – | — | | Crieff | – – – | – – – | — | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| SCOTLAND—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Cromarty | - - - | - - - | — | |
| Crook | - - - | - - - | — | |
| Cullen | - - - | - - - | — | |
| Culross | - - 6 | - 2 10 | — | |
| Cumnock | - - - | - - - | — | |
| Cupar Angus | - - - | - - - | — | |
| Cupar Fife | 6 - - | 2 9 3 | 2 - - | |
| Denny | - - 6 | - 4 9 | — | |
| Dingwall | - - - | - 17 7 | — | |
| Dornoch | - - - | - - - | — | |
| Douglas | - - - | - 5 11 | — | |
| Doune | - - - | - - - | — | |
| Dumbarton | - - - | - 6 - | — | |
| Dumfries | - - - | - - - | — | |
| Dunbar | 1 10 - | - 7 11 | — | |
| Dunbeath | - - - | - - - | — | |
| Dunblane | - - - | - 2 6 | — | |
| Dundee | 17 14 6 | 22 6 2 | 17 - - | |
| Dunfermline | - - - | 3 1 4 | — | |
| Dunkeld | - - - | - 1 6 | — | |
| Dalkeith | - - - | - 5 - | — | |
| Dunsow | - - - | - - 10 | — | |
| Dunse | - - - | - 12 - | — | |
| Dunvegan | - - - | - - - | — | |
| Ecclefechan | - - - | - - - | — | |
| Eddlestone | - - - | - - 1 | — | |
| Edinburgh | 90 12 8 | 75 6 8 | 90 - - | (a) |
| Elgin | - 10 6 | - 4 - | — | |
| Ellon | - - - | - - - | — | |
| Errol | - - - | - - - | — | |
| Evanton | - - - | - - - | — | |
| Falkirk | 4 - - | 1 8 7 | - 10 - | |
| Feltercairn | - - - | - - - | — | |
| Fochabers | - 1 - | - 1 4 | — | |
| Forfar | - 11 8 | - 7 3 | - 10 - | |
| Forres | - 7 - | - 4 - | — | |
| Fort Augustus | - - - | - - - | — | |
| Fortrose | - - - | - - - | — | |
| Fort William | - - - | - - - | — | |
| Fraserburgh | - - - | - - - | — | |
| Fushie Bridge | - - - | - - - | — | |
| Fyrie | - - - | - - 4 | — | |
| Gallashiels | - - - | - 8 8 | — | |
| Garlieston | - - - | - - 6 | — | |
| Gatchouse | - - - | - 9 7 | — | |
| Girvan | - - - | - - - | — | |
| Glasgow | 42 16 5 | 81 14 1 | — | |
| Glenluce | - - - | - - - | — | |
| Golspie | - - - | - 2 2 | — | |
| Grangemouth | - - - | - 6 5 | — | |
| Grantown | - - - | - - - | — | |
| Greenock | 10 1 8 | 24 1 5 | 10 - - | |
| Haddington | - - - | - - - | — | |
| Hamilton | 2 - - | - 4 - | — | |
| Hamick | - 14 8 | 1 9 1 | — | |
| Helmsburgh | - - - | - - - | — | |
| Holytown | - - 6 | - - - | — | |
| Huntly | - - - | - - - | — | |
| Inchture | - - - | - - - | — | |
| Inverary | - - - | - - - | — | |
| Invergordon | - - - | - - - | — | |
| Inverkeithing | - 2 6 | - 11 - | — | |
| Inverness | 5 - - | - 7 6 | 5 - - | |
| Irvine | - - - | - - - | — | |
| Jedburgh | - - - | - - - | — | |
| Keith | - 5 4 | 1 4 9 | — | |
| Keith Hall | - - - | - - - | — | |
| Kelso | - - - | - - - | — | |
| Kettle | - - - | - 3 6 | — | |
| Kilmarnock | - - - | - - - | — | |
| Kincardine | - - - | - - - | — | |
| Kinghorn | - - - | - - - | — | |
| Kingussie | - - - | - - - | — | |
| Kinross | 1 15 - | - 14 9 | — | |
| Kintore | - - - | - - - | — | |
| Kirkcaldy | 5 - - | 5 17 11 | 5 - - | |
| Kirkcudbright | - - - | - 10 6 | — | |
| Kirkwall | - - - | - - - | — | |
| Kirriemuir | - - - | - - - | — | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. | Proposed Compensation. | REMARKS. |
|---|---|---|---|---|
| SCOTLAND—*contd.* | £. s. d. | £. s. d. | £. s. d. | |
| Lanark | - - - | - 1 5 | — | |
| Langholme | - - 6 | - - - | — | |
| Largs | - 5 - | 1 2 1 | — | |
| Lauder | - - - | - 3 4 | — | |
| Laurencekirk | - - - | - - - | — | |
| Leadhills | - - - | - - - | — | |
| Leith | 20 - - | 13 4 11 | 15 - - | |
| Lerwick | - 5 6 | 1 10 - | — | |
| Lesmahagon | - - - | - - - | — | |
| Leven | - - - | - 7 4 | — | |
| Linlithgow | - - - | - 7 2 | — | |
| Lochalsh | - - - | - - - | — | |
| Lochgilphead | - - - | - - - | — | |
| Lockerby | - - 8 | - - - | — | |
| Longtown | - - - | - - - | — | |
| Marknich | - - - | - 6 8 | — | |
| Mauchline | - - 6 | - - - | — | |
| Maybole | - - - | - - - | — | |
| Meigle | - - - | - - - | — | |
| Melrose | - - - | - 1 - | — | |
| Midcalder | - - - | - - - | — | |
| Mintlair | - - - | - - - | — | |
| Moffat | - - - | - - - | — | |
| Montrose | - - - | 2 1 7 | — | |
| Muirdrum | - - - | - 1 2 | — | |
| Nairn | - - - | - - - | — | |
| Newburgh, Fife | - 15 - | - 10 5 | - 10 - | |
| Newport | - - - | - - - | — | |
| Newton Stewart | - - - | - - - | — | |
| Noble House | - - - | - - - | — | |
| North Queensferry | - - - | - - 9 | — | |
| Oban | - - - | - 1 - | — | |
| Old Meldrum | - - - | - - - | — | |
| Old Rain | - - - | - - - | — | |
| Paisley | - - - | - - - | — | |
| Parkhill | - - - | - - - | — | |
| Peebles | - - - | - 1 11 | — | |
| Perth | 4 2 8 | 7 13 11 | 4 - - | |
| Peterhead | - - - | 1 12 11 | — | |
| Pitlochry | - - - | - - - | — | |
| Pittenweem | - - - | - - 9 | — | |
| Portaskaig | - - - | - - - | — | |
| Port Glasgow | 1 - - | - - - | — | |
| Port Patrick | - - - | - - - | — | |
| Portree | - - - | - - - | — | |
| Portsoy | - - - | - - - | — | |
| Portobello | - - - | - 6 10 | — | |
| Port William | - - - | - - - | — | |
| Prestonkirk | - - - | - - - | — | |
| Rachan Mill | - - - | - - - | — | |
| Rothsay | - 15 - | - - - | — | |
| St. Andrew's | - 10 - | 1 12 9 | — | |
| St. Boswell's Green | - - - | - - - | — | |
| Saltcoats | - - - | - - - | — | |
| Sanquhar | - - - | - - - | — | |
| Selkirk | - - - | - 6 - | — | |
| South Queensferry | - - - | - 1 - | — | |
| Stewarton | - - - | - 2 3 | — | |
| Stirling | 8 8 2 | 2 9 8 | 2 10 - | |
| Stonehaven | - - - | - 15 6 | — | |
| Stornoway | - - - | - - - | — | |
| Stow | - - - | - - - | — | |
| Stranraer | - 3 2 | - - - | — | |
| Strontian | - - - | - - - | — | |
| Tain | - - - | 1 15 - | - 11 6 | — |
| Tarbert | - - - | - - - | — | |
| Thornhill | - - - | - - 6 | — | |
| Thurso | - - - | - - 5 | — | |
| Tobermory | - - - | - - - | — | |
| Turriff | - - - | - - - | — | |
| Ullapool | - - - | - - - | — | |
| Whitburn | - - - | - - - | — | |
| Whithorn | - - - | - - - | — | |
| Wick | - 2 4 | 1 15 9 | — | |
| Wigton | - - - | - 12 8 | — | |
| £. | 255 13 3 | 313 13 1 | 178 - - | |

(a) This was the perquisite of the stampers in Edinburgh, which has been separated and fully considered.

## IRELAND.

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. £. s. d. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. £. s. d. | Proposed Compensation. £. s. d. | REMARKS. |
|---|---|---|---|---|
| Abbeyleix | 1 2 4 | - - - | — | |
| Adair | - - - | - - - | — | |
| Ahascraig | - - - | - - - | — | |
| Antrim | - - - | - 13 6 | — | |
| Ardara | - - - | - - - | — | |
| Ardee | - - - | - 13 - | — | |
| Ardglass | - - - | - - - | — | |
| Ardrahan | - - - | - - - | — | |
| Arklow | - - - | - - - | — | |
| Armagh | 2 16 8 | 24 16 10 | 2 - - | |
| Arthurstown | - - - | - - - | — | |
| Arva | - - - | - - - | — | |
| Ashbourne | - - - | - - - | — | |
| Ashford | - - - | 1 11 - | — | |
| Askeaton | - - - | - - - | — | |
| Athboy | - - - | - 16 6 | — | |
| Athenry | - - - | - - - | — | |
| Athleague | - - - | - - - | — | |
| Athlone | - - - | - 7 4 | — | |
| Athy | - 2 8 | - - - | — | |
| Anghnaclay | - - - | - 7 4 | — | |
| Aughrim | - - - | - - 8 | — | |
| Bagnalstown | 5 6 8 | 3 7 6 | 1 - - | |
| Bailyborough | - - - | 1 10 10 | — | |
| Balbriggan | - - - | 2 19 - | — | |
| Ballaghaderin | - - - | - - - | — | |
| Ballibay | - - - | - 12 - | — | |
| Ballina | - - - | 1 12 6 | — | |
| Ballinahill | - - - | - - - | — | |
| Ballinasloe | - - - | 1 3 6 | — | |
| Ballincollig | - - 2 | - - - | — | |
| Ballinderry | - - - | - - - | — | |
| Ballingarry | - - - | - - - | — | |
| Ballinrobe | - - - | 1 7 10 | — | |
| Ballybriltas | - - - | - - - | — | |
| Ballycastle | - - - | - - - | — | |
| Ballyclare | - - - | - - - | — | |
| Ballyconnell | - - - | - - - | — | |
| Ballygawley | - - - | - - - | — | |
| Ballyglass | - - - | - - - | — | |
| Ballyhaise | - - - | - - - | — | |
| Ballyjamesduff | - - - | - 6 6 | — | |
| Ballymahon | - - - | - - - | — | |
| Ballymenagh | - - 4 | 1 2 2 | — | |
| Ballymoe | - - - | - - - | — | |
| Ballymoney | - - - | - 19 2 | — | |
| Ballymore | - 1 - | - - - | — | |
| Ballymote | - - - | - - - | — | |
| Ballynacargy | - - - | - - - | — | |
| Ballynahinch | - - - | - - - | — | |
| Ballynamore | - - - | - 9 2 | — | |
| Ballyragget | - - - | - - - | — | |
| Ballyshannon | 10 6 8 | 5 9 6 | 5 - - | |
| Ballytore | - - - | 2 3 2 | — | |
| Baltinglass | - - - | - 1 - | — | |
| Banagher | - - - | - 5 10 | — | |
| Banbridge | - - - | - - - | — | |
| Bandon | - - - | 1 12 - | — | |
| Bangor | - - - | - - - | — | |
| Bantry | - - - | - - - | - - - | (a) |
| Belfast | 29 9 4 | 64 6 4 | 26 - - | |
| Bellaghy | - - - | - - - | — | |
| Belmullet | - - - | - - - | — | |
| Belturbet | - - - | 1 7 6 | — | |
| Blackwatertown | - - - | - - - | — | |
| Blessington | - - - | - - - | — | |
| Boyle | - - - | - 5 2 | — | |
| Bray | - - - | - 19 8 | — | |
| Bradford | - - - | - - - | — | |
| Broadway | - - - | - - - | — | |
| Brookborough | - - - | - - - | — | |
| Broughshane | - - - | - - - | — | |
| Bruff | - - - | - - - | — | |
| Buncrana | - - - | - - - | — | |
| Bunratty | - - - | - - - | — | |
| Burrin | - - - | - - - | — | |
| Burrosakane | - - - | 2 7 2 | — | |
| Burros-in-Ossory | - - - | - - - | — | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. £. s. d. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. £. s. d. | Proposed Compensation. £. s. d. | REMARKS. |
|---|---|---|---|---|
| Buttrasoleigh | - - - | - - - | — | |
| Bushmills | - - - | - - - | — | |
| Buttevant | - - - | - - - | — | |
| Cabinteely | - - - | - - - | — | |
| Cahirciveen | - - - | - 8 4 | - - - | (a) |
| Cahir | 2 18 4 | 1 7 10 | 1 - - | |
| Cahirconlish | - - - | - - - | — | |
| Caledon | - - - | - 7 4 | — | |
| Callan | - - - | - 6 10 | — | |
| Carrolin | - - - | - - 2 | — | |
| Cappoquin | - - - | - - - | — | |
| Carlingford | - - - | - - - | — | |
| Carlow | 10 - - | 5 7 6 | 7 - - | |
| Carn | - - - | - - - | — | |
| Carnew | - - - | - - - | — | |
| Carrickfergus | - - - | - - - | — | |
| Carrickmacross | - - - | - 5 4 | — | |
| Carrick on Shannon | - - - | - - - | — | |
| Carrick on Suir | - 3 4 | - 6 2 | — | |
| Carrigart | - - - | - - - | — | |
| Cashel | 9 - - | 3 16 6 | 3 - - | |
| Castlebar | 13 10 - | 8 6 4 | — | |
| Castlebellingham | - - - | - 8 6 | — | |
| Castleblakeney | - - - | - - - | - - - | (a) |
| Castleblayney | - - - | - - - | — | |
| Castlecomer | - - - | - - - | - - - | (a) |
| Castle Connell | - - - | - - - | — | |
| Castledawson | - - - | - 4 4 | — | |
| Castlederg | - - - | - - - | — | |
| Castledermot | - - - | - 5 2 | — | |
| Castlefin | - - - | - - - | — | |
| Castlemartyr | - - - | - - - | — | |
| Castlepollard | - - - | - 5 8 | — | |
| Catlerea | - - - | - - - | - - - | (a) |
| Castletown | - - - | - - - | — | |
| Castletown Delvin | - - - | - 7 8 | - - - | (a) |
| Castletown Roche | - - - | - - - | — | |
| Castlewellan | - - - | - - - | — | |
| Cavan | 1 - - | - - - | — | |
| Celbridge | - - - | - - - | — | |
| Charlville | - - - | - - - | — | |
| Church Hill | - - - | - - - | — | |
| Clane | - - - | - - - | — | |
| Clara | - - - | - 4 6 | — | |
| Clare | - - - | - - - | — | |
| Clashmore | - - - | - - - | — | |
| Clifden | - - 7 | - 3 4 | — | |
| Cloghan | - - - | - - - | — | |
| Clogheen | - - - | - 4 10 | — | |
| Clogher | - - - | - - - | — | |
| Clonakilty | - - - | - - - | — | |
| Clonard | - - - | - 1 6 | - - - | (a) |
| Clonee | - - - | - - - | — | |
| Clonegal | - - - | - - - | — | |
| Clones | - - - | - 5 4 | — | |
| Clonmell | 3 8 - | 10 - 2 | 2 - - | |
| Clough | - - - | - 12 - | — | |
| Cloughjordan | - - - | - - - | — | |
| Cloyne | - - - | - - - | — | |
| Coachford | - - - | - - - | — | |
| Coal Hill | - - - | - - - | — | |
| Coal Island | - - - | - - - | — | |
| Coleraine | - - - | 6 14 6 | — | |
| Collen | - - - | - - - | — | |
| Colloonas | - - - | - - - | — | |
| Comber | 1 15 1 | - 1 10 | 1 10 - | |
| Cong | - - - | - - - | — | |
| Cookstown | - - 9 | - - - | — | |
| Cootehill | - - - | - - - | — | |
| Cork | 40 13 4 | 29 10 10 | 25 - - | |
| Cove | - - - | 1 11 8 | — | |
| Craughwell | - - - | - - - | — | |
| Creeslaugh | - - - | - - - | — | |
| Crookstown | - - - | - - - | — | |
| Croom | - - - | - - - | — | |
| Crossakeale | - - - | - - - | — | |
| Crossmolina | - - - | - - - | — | |
| Crossdoney | - - - | - - - | — | |

(a) New deputies.

(continued)

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. £. s. d. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. £. s. d. | Proposed Compensation. £. s. d. | REMARKS. |
|---|---|---|---|---|
| IRELAND—*contd.* | | | | |
| Crumlin | - - - | - - - | — | |
| Currofin | - - - | - - - | — | |
| Cushendall | - - - | - - - | — | |
| Dangan | - - - | - - - | — | |
| Delgany | - - - | 1 14 4 | — | |
| Derry | 17 12 8 | 29 16 6 | 6 - - | |
| Dervock | - - - | - - - | — | |
| Dingle | - - - | - - - | — | |
| Donaghadee | - - - | 2 - - | — | |
| Donegal | - - - | - - 10 | — | |
| Doneraile | - - - | - 6 8 | — | |
| Down | 10 - - | - - - | 2 - - | |
| Draperstown | - - - | - - - | — | |
| Drogheda | 20 - - | 17 9 10 | 17 - - | |
| Dromara | - - - | - - - | — | |
| Dromod | - - - | - - - | — | |
| Dromora | - - - | - - - | — | |
| Dromore, West | - - - | - - - | — | |
| Drumcree | - - - | - - - | — | |
| Drumsna | - - - | - - - | — | |
| Dunamanagh | - - - | - - - | — | |
| Dundalk | 4 2 1 | - 19 10 | - 10 - | |
| Dunfanaghy | - - - | - - - | — | |
| Dungannon | 5 - - | 4 2 2 | 2 10 - | |
| Dungarvon | - - - | 2 7 - | — | |
| Dungiven | - - - | - - - | — | |
| Dungloe | - - - | - - - | — | |
| Downpatrick | - - - | 3 7 2 | — | |
| Dunlavin | - - - | - - - | — | |
| Dunleer | - - - | - - - | — | |
| Dunmanway | - - - | - - - | — | |
| Dunmore | - - - | - - - | — | |
| Dunmore, East | - - - | - - - | — | |
| Dunshaughlin | - - - | - 5 8 | — | |
| Durrow | - - - | - - - | — | |
| Edenderry | - - - | - 10 10 | — | |
| Edgeworthstown | - - - | - - - | — | |
| Elphin | - - - | - - - | — | |
| Emo | - - - | - 15 8 | — | |
| Emyvale | - - - | - - - | — | |
| Enfield | - - - | - 6 2 | — | |
| Ennis | 25 - - | 7 - 4 | 7 - - | |
| Enniskerry | - - - | - 4 2 | — | |
| Enniscorthy | - - - | 1 9 6 | — | |
| Enniskillen | - - - | 15 11 2 | — | |
| Ennistimon | - - - | - - - | — | |
| Eyrecourt | - - - | - 15 6 | — | |
| Farbane | - - - | - - - | — | |
| Fermoy | 8 1 4 | - - - | — | |
| Ferns | - - - | - - - | — | |
| Fethard (Tipperary) | - - - | - 10 10 | — | |
| Fethard (Wexford) | - - - | - - - | — | |
| Fintona | - - - | - - - | — | |
| Fivemiletown | - - - | - - - | — | |
| Florence-court | - - - | - - - | — | |
| Flurrybridge | - - - | - - - | — | |
| Forkhill | - - - | - - - | — | |
| Foxford | - - - | - - - | — | |
| Frankford | - - - | - - - | — | |
| Frenchpark | - - - | - 7 2 | — | |
| Freshford | - - - | - - - | — | |
| Galway | 36 10 - | 38 - 8 | 10 - - | |
| Garvagh | - - - | - - - | — | |
| Geashell | - - - | - - - | — | |
| Gilford | - - - | - 5 2 | — | |
| Glaslough | - - - | - - - | — | |
| Glenarm | - - - | - - - | — | |
| Glenavy | - - - | - - - | — | |
| Glin | - - - | - - - | — | |
| Golden | - - - | - - - | — | |
| Goresbridge | - - - | - - - | — | |
| Gorey | - - - | - 19 8 | — | |
| Gort | - 3 4 | 1 - - | — | |
| Gowran | - 8 - | - - - | — | |
| Graig | - - - | - - - | — | |
| Granard | - - - | - - - | — | |
| Grey Abbey | - - - | - - - | — | |
| Headford | - - - | - - - | — | |
| Hillsborough | - - - | - - - | — | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. £. s. d. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. £. s. d. | Proposed Compensation. £. s. d. | REMARKS. |
|---|---|---|---|---|
| IRELAND—*contd.* | | | | |
| Hollymount | - - - | - 1 4 | — | |
| Hollywood | - - - | - 7 4 | — | |
| Howth | - - - | - - - | — | |
| Innistiogue | - - - | - 6 10 | — | |
| Innishannon | - - - | - - - | — | |
| Johnstown | - - - | 2 8 4 | — | |
| Kanturk | - - - | - - - | — | |
| Keady | - - - | - - - | — | |
| Kells | - 3 15 - | 6 1 4 | 1 - - | |
| Kenmare | - - - | - - - | — | |
| Kilbeggan | - - - | - - - | — | |
| Kilcock | - - - | - - - | — | |
| Kilconnell | - - - | - - - | — | |
| Kilcullen | - - - | - - - | — | |
| Kildare | - - - | - 18 8 | — | |
| Kildorrery | - - - | - - - | — | |
| Kildysart | - - - | - - - | — | |
| Kilkeel | - - - | - - - | — | |
| Kilkenny | - 10 - - | 13 6 8 | 5 - - | |
| Killala | - - - | - - - | — | |
| Killaloe | - - - | - - - | — | |
| Killarney | - - - | 2 9 10 | — | |
| Killeagh | - - - | - - - | — | |
| Killinchy | - - - | - - - | — | |
| Killivardish | - - - | - - - | — | |
| Killough | - - - | - - - | — | |
| Killucan | - - - | - - - | — | |
| Killybegs | - - - | - - - | — | |
| Killyleigh | - - - | - 1 6 | — | |
| Killynaule | - - - | - - - | — | |
| Killysandra | - - - | - - - | — | |
| Kilmacrennan | - - - | - - - | — | |
| Kilmacthomas | - - - | - - - | — | |
| Kilmallock | - - 9 | 1 6 2 | — | |
| Kilrea | - - - | - - - | — | |
| Kilrush | - - - | - - - | — | |
| Kilworth | - - - | - - - | — | |
| Kingscourt | - - - | - 8 - | — | |
| Kinnegad | - - 6 | - - - | — | |
| Kinnety | - - - | - - - | — | |
| Kinsale | - - - | - 1 6 | — | |
| Kinvara | - - - | - - - | — | |
| Kircubbin | - - - | - - - | — | |
| Kish | - - - | - 2 10 | — | |
| Knock | - - - | - - - | — | |
| Knocktopher | - - - | - - - | — | |
| Lanesborough | - - - | - - - | — | |
| Larne | - 15 - - | 2 11 8 | 2 10 - | |
| Leighlinbridge | - - 4 8 | 1 3 8 | — | |
| Leixlip | - - - | 1 5 10 | — | |
| Letterkenny | - - - | 1 11 - | — | |
| Limerick | - 77 10 - | 78 9 2 | 45 - - | |
| Lisburn | - - - | - - 10 | — | |
| Lismore | - - - | - - - | — | |
| Lisnaskea | - - - | - - - | — | |
| Listowel | - - - | - 5 8 | — | |
| Littleton | - - - | - - - | — | |
| Longford | - - 2 9 | - 2 - | — | |
| Loughbrickland | - - - | - 2 4 | — | |
| Loughgall | - - - | - 1 4 | — | |
| Loughrea | - - - | - 17 10 | — | |
| Louth | - - - | - - - | — | |
| Lowtherstone | - - - | - 4 4 | — | |
| Lucan | - - - | - 1 8 | — | |
| Lurgan | - - - | 1 9 6 | — | |
| Lurgan Green | - - - | - - - | — | |
| Macroom | - - - | - - - | — | |
| Maghera | - - - | - - - | — | |
| Magherafelt | - - 6 | 1 2 8 | — | |
| Malahide | - - - | - - - | — | |
| Mallow | - - - | 4 4 - | — | |
| Manorhamilton | - - - | - - 8 | — | |
| Market Hill | - - - | - - - | — | |
| Maryborough | - - - | 1 7 10 | — | |
| Maynooth | - - - | - 3 6 | — | |
| Middleton | - - - | 2 - 8 | — | |
| Millstreet | - - - | - 6 8 | — | |
| Miltown | - - - | - - - | — | |
| Miltown Malbay | - - - | - - - | — | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. £. s. d. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. £. s. d. | Proposed Compensation. £. s. d. | REMARKS. |
|---|---|---|---|---|
| IRELAND—*cont^d.* | | | | |
| Mitchelstown | - - - | 3 16 8 | — | |
| Moate | - - - | - 2 8 | — | |
| Mohill | - - - | - 2 8 | — | |
| Moira | - - - | - - - | — | |
| Monaghan | 1 - - | 1 5 10 | - - - | (a) |
| Monastereven | - - - | - 4 6 | — | |
| Moneygall | - - - | - - - | — | |
| Moneymore | - - - | - 16 6 | — | |
| Mountmellick | - 5 - | - 1 8 | — | |
| Mountnugent | - - - | - 19 - | — | |
| Mountrath | - - - | 1 - 4 | — | |
| Mount Talbot | - - - | - - - | — | |
| Moville | - - 3 | - - 8 | — | |
| Moy | - - - | - - - | — | |
| Moynalty | - - - | - - - | — | |
| Mullingar | 3 8 - | 3 7 6 | 3 - - | |
| Naas | - - - | - - - | — | |
| Narin | - - - | - - - | — | |
| Navan | - - - | 7 14 6 | — | |
| Nenagh | - 2 6 | 1 12 8 | — | |
| New Birmingham | - - - | - - - | — | |
| New Bliss | - - - | - - - | — | |
| Newbridge | - 1 6 | - - - | — | |
| Newcastle | - - - | - 5 8 | — | |
| Newmarket-on-Fergus | - - - | - - - | — | |
| Newport, Mayo | - - - | - - - | — | |
| Newport, Tipperary | - - - | - 1 2 | — | |
| Newry | 46 8 9 | 25 14 2 | 45 - - | |
| Newtownards | - - - | - 2 8 | — | |
| Newtown Barry | 5 - - | - 12 4 | - - - | (a) |
| Newtown Forbes | - - - | - - - | — | |
| Newtown Hamilton | - - - | - - - | — | |
| Newtown Limavady | - - - | - - - | — | |
| Newtown M^t Kennedy | - - - | - - - | — | |
| Newton Stewart | - - - | - - - | — | |
| Nobber | - - - | - - - | — | |
| Oldcastle | - - - | - - - | — | |
| Omagh | - - - | 1 6 6 | — | |
| Oranmore | 4 15 - | - 14 4 | 2 - - | |
| Pallasgreen | - - - | - - - | — | |
| Pallaskenny | - - - | - - - | — | |
| Parsonstown | 3 - 10 | 3 4 4 | 2 - - | |
| Passage, West | - - - | - - - | — | |
| Philipstown | - - - | - 3 6 | — | |
| Piltown | - - - | - - - | — | |
| Portadown | - - - | 1 19 10 | — | |
| Portaferry | - - - | - 12 4 | — | |
| Portarlington | - - 2 | - - - | — | |
| Portglenone | - - - | - - - | — | |
| Portlaw | - - - | - - - | — | |
| Portumna | - 5 - | - 19 8 | — | |
| Rameltown | - - - | - - - | — | |
| Randalstown | - - - | - 4 8 | — | |
| Raphoe | - - - | - 4 2 | — | |
| Rathangan | - - - | - 14 6 | — | |
| Rathcoole | - - - | - - - | — | |
| Rathcormack | - - - | - 15 - | — | |
| Rathdowney | - - - | - - - | — | |
| Rathdrum | - - - | 1 14 4 | — | |
| Rathfriland | - 1 - | - - - | — | |
| Rathkeale | - - - | - - - | — | |

| POST TOWN. | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. £. s. d. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 10 July 1840. £. s. d. | Proposed Compensation. £. s. d. | REMARKS. |
|---|---|---|---|---|
| IRELAND—*cont^d.* | | | | |
| Rathowen | - - - | - - - | — | |
| Redhills | - - - | - - - | — | |
| Richhill | - - - | - - - | — | |
| Rochfort Bridge | - - - | - 3 - | — | |
| Roscommon | - - - | - 3 6 | — | |
| Roscrea | - - - | 6 11 4 | — | |
| Ross | - - - | 1 6 4 | — | |
| Roscarberry | - - - | - - - | — | |
| Rostrevor | - - 1 | - - 4 | — | |
| Ruskey | - - - | - - - | — | |
| Saintfield | - - - | - - - | — | |
| Scariff | - - - | - - - | — | |
| Scrabby | - - - | - - - | — | |
| Shanagolden | - - - | - - - | — | |
| Shinrone | - - - | - 5 2 | — | |
| Six-mile Bridge | - - - | - - - | — | |
| Skibbereen | - - - | - - - | — | |
| Slane | - - - | - - 9 | — | |
| Sligo | - - 10 | 7 - 32 | 18 8 | 8 - - |
| Stewartstown | - - - | - - 4 | — | |
| Strabane | - - 6 | 4 8 1 | 11 - | 4 - - |
| Stradbally | - - - | - - - | — | |
| Stradone | - - - | - 7 4 | — | |
| Strangford | - - - | - - - | — | |
| Stranorlar | - - - | - 13 - | — | |
| Strokestown | - - - | 1 9 4 | — | |
| Summer Hill | - - - | - - - | — | |
| Swinford | - - - | - - - | — | |
| Swords | - - - | - 2 - | — | |
| Taghmon | - - - | - - - | — | |
| Tallaght | - - - | - - - | — | |
| Tallow | - - 4 | 11 3 1 | 11 8 | 1 10 - |
| Tanderagee | - - - | - - - | — | |
| Tarbert | - - - | - - - | — | |
| Templemore | - - - | - 1 4 - | 15 - | |
| Thomastown | - - 4 | 13 4 - | - - | |
| Thurles | - - - | - - - | — | |
| Tinnahely | - - - | - - - | — | |
| Tipperary | - - 18 | - - 6 | 14 10 | 6 10 - |
| Toome | - - - | - - - | — | |
| Tralee | - - - | 5 5 4 | — | |
| Trim | - - - | - - - | — | |
| Tuam | - - 7 | 8 - 12 | - 4 | 3 - - |
| Tubbermore | - - - | - - 2 | — | |
| Tulla | - - - | - - - | — | |
| Tullamore | - - 7 | 16 6 5 | 11 4 | - 10 - |
| Tullow | - - - | - - - | - 11 4 | — |
| Tynam | - - - | - - - | - - 6 | — |
| Tyrrellspass | - - - | - - - | — | |
| Valentia | - - - | - - - | — | |
| Virginia | - - - | - - - | 1 5 4 | — |
| Warringstown | - - - | - - - | — | |
| Warrenspoint | - - - | - - - | — | |
| Waterford | - - 22 | 2 8 42 | 15 6 | 20 - - |
| Westport | - - - | - 2 - 14 | 10 10 | — |
| Wexford | - - 6 | 15 - 15 | 1 2 | 5 - - |
| Wicklow | - - - | - - - | — | |
| Youghall | - - 1 | 5 8 1 | 13 8 | 1 10 - |
| TOTAL | - - £. | 530 3 - | 665 10 6 | 274 - - |

(a) New deputies.

Appendix, No. 8.

Late-Letter Fees.

## Appendix, No. 8.

## REPORT ON LATE-LETTER FEES.

Sir, Downing-street, 8 March 1841.

In a letter of the 16th January, the Postmaster-general enclosed a statement of proposed compensation to the deputy postmasters in England and Wales for the loss of the late-letter fees, which, since the 10th January 1840, have, by direction of the Treasury, been carried to the account of the revenue.

In addition to the proposed compensation, the statement exhibits the "annual amount of late-letter fees returned by each postmaster in 1840, on an average of three years," and the "estimated annual produce calculated upon amount carried to revenue in the six months ending 6th October 1840."

His Lordship states "that each case has been fully and carefully considered, with all the points bearing upon it, which have been sifted by the district surveyors, who, from their personal knowledge of the postmasters and the duties of their offices, have much assisted me in forming a judgment, and has been determined upon the only possible basis, its own individual merits."

The necessity for this scrutiny, and the advantages which have resulted from it, are shown in the reductions which, in several instances, have been made from the claims of the postmasters; still many cases remain, which, though capable probably of explanation, do not appear satisfactory in the state in which they now stand.

As a means of checking the returns made by the postmasters for this occasion, I have made use of a Return to Parliament dated 10th February 1837, of the gross and net income of the several postmasters, in which the amount of late-letter fees is stated.

A comparison of the totals of the several returns, &c. gives the following results:

| Annual amount of late-letter fees for England and Wales (exclusive of London) | £. |
|---|---|
| as per Return of 1837 | 3,313 |
| Ditto as per return of 1840 | 4,629 |
| Present produce | 7,481 |
| Proposed compensation | 4,247 |

In any comparison between the present produce and the proposed compensation, it will be necessary to notice, that in many cases, owing to the appointment of new deputies and other causes, no compensation at all is given; on this account about 420*l.* should be deducted from the total of present produce, in order to bring the two totals into fair comparison.

It will be seen that the Returns of 1840 give a total of late-letter fees exceeding those of 1837 by nearly 40 per cent., and it is a matter for serious consideration, as affecting the general accuracy of these Returns, whether such an increase has really taken place.

Without intending to throw any discredit on the Returns in question, I think it right to point out, that the Returns of 1837 were made under the impression, probably, that it was to the interest of the postmaster to understate the amount of the late-letter fees; while the Returns of 1840, having been made with a view to compensation, were supplied, probably, under the impression that it was to his interest to overstate the amount.

The gross revenue for 1836 (the year for which the first Return was probably made), was 2,461,806*l.*, while the average gross revenue of the years 1837, 1838, and 1839 was 2,483,993*l.*; and as there was no extensive reduction of postage during these years, it is manifest that a small part only (less than one per cent.) of the apparent increase of late-letter fees is owing to an increase of letters.

There has been certainly a very great increase of newspapers, but except in London, I do not think that any considerable amount of fees has been derived from this source.

The new day-mails to London, most of which were established in the period under consideration, would, by creating dispatches in many towns during the business hours of the day, no doubt tend to the increase of the late-letter fees in such towns; but this tendency would, to a certain extent, be counteracted by the diminished inconvenience of waiting till the next mail. It is therefore doubtful whether the day-mails have on the whole had any very material effect of the kind now under consideration.

They have certainly increased the whole number of letters posted, and to a proportionate extent, probably, the late-letter fees; but this effect has already been taken into account.

Another change, which would very materially affect the amount of late-letter fees in many towns, is the alteration in the hours of dispatching the mails, in consequence of the employment of railways.

Speaking roughly, it may be said that before the use of railways the mail-coaches to and from London passed through those towns which are not more than 100 miles distant from the metropolis, in the night; and through those which are between 100 and 200 miles distant, in the day-time.

Also, that the effect of railway conveyance has been to extend the first circle, in those directions in which railways are employed, to a distance of 200 miles, and the second circle or belt to a distance varying from 200 to 400 miles.

In those towns through which the mails pass in the night, after business hours, the fees paid for late-letters are of small amount; in those through which they pass in the day-time, the fees are comparatively large.

An

An examination of the map will at once show that in England and Wales (to which the present inquiry is confined), the belt extending from 100 to 200 miles from London, contains many more towns than that extending from 200 to 400 miles from London; and from this it appears to follow, that the use of railway conveyance must, on the whole, have diminished the amount of late-letter fees.

For the purpose of showing the extent to which this cause has operated in certain towns, it may be stated that as regards Birmingham, through which town before the opening of the railway the London night-mails passed about seven in the morning downwards, and seven in the evening upwards, whereas they now pass both ways in the middle of the night, the amount of late-letter fees was returned in 1837 at 120*l.*, and in 1840 at 19*l.* 13*s.* only, notwithstanding that day-mails were established in the interval. This view of the subject is confined to the direct night-mails to and from London; as regards all other mails, the effect of the changes within the period has been comparatively trifling.

Taking all these circumstances into account, it appears to me that there is no sufficient reason for thinking that the late-letter fees were really greater in 1837, 1838, and 1839, than in 1836. It is, however, still a question as to which of the two Returns is most to be relied on. Some light may, perhaps, be thrown on this question by a comparison of each Return with the amount of fees received since 10th January 1840, when they were first paid into the revenue.

It is, however, important to notice, that since that time two important changes have taken place in the state of the Post-office, each tending to increase the amount of late-letter fees: first, a great increase of letters; and secondly, the earlier closing of the letter-boxes.

First, as to the increase of letters. The late-letter fees are chiefly, if not entirely, paid on general-post letters; and these have increased, on the average of last year, more than two-and-a-half fold. I do not, however, think that we should be justified in expecting a proportionate increase of late-letter fees; first, because the fee, though absolutely the same as heretofore in most towns, is, when compared with the postage, much greater; and second, because a large portion of the additional letters is undoubtedly supplied by the poorer classes, who would be more careful to avoid the penalty. It must also be borne in mind, that part of the fees are paid for late newspapers.

As to the second alteration, viz. the earlier closing of the letter-boxes, there can be little doubt that this would tend materially to increase the late-letter fees.

The combined effect of these two alterations can be ascertained, as regards London, with tolerable precision; the account stands thus:

| | In 1839. | | | In 1840. | | |
|---|---|---|---|---|---|---|
| | £. | *s.* | *d.* | £. | *s.* | *d.* |
| Fees on late letters, at 6*d.* each | 1,345 | 14 | 6 | 1,109 | 17 | 6 |
| Ditto - ditto - 1*d.* each | nil. | | | 3,251 | - | 8 |
| Fees on late newspapers | 1,252 | 4 | - | 1,617 | 10 | 3 |
| Total £. | 2,597 | 18 | 6 | 5,978 | 8 | 5 |

Showing an increase of 130 per cent.

The present amount of fees for England and Wales (with the exception of London), shows an increase, as compared with the Return of 1837, of 125 per cent.; and as compared with that of 1840, of only 61 per cent. The first rate of increase, it will be observed, agrees nearly with that which has actually taken place in London. Considering, however, that the individual fees charged in London in 1840 differed from those charged in 1839, and that in both instances they varied from those charged elsewhere, perhaps no safe conclusion can be drawn from such agreement.

Another mode by which I have attempted to establish a ratio between the past fees and the present, has been to select all those cases in which the Returns in 1837 and 1840 agree nearly one with another (from which it may be assumed that both were accurately made, and that no great change of circumstances had taken place), and to compare the total of fees in each Return with the total now collected; I have also added the proposed compensation.

List (B.), at p. 38, gives the selected cases; the totals are as follow:

| | |
|---|---|
| Return of 1837 | £. 759 |
| Ditto - of 1840 | 798 |
| Present produce | 1,547 |
| Proposed compensation | 753 |

From this it would appear as though the present fees were about double the past, a ratio which, all things considered, cannot, I think, be considered as improbably large; the amount of proposed compensation also appears to be quite satisfactory.

Appendix. No. 8.

Late-Letter Fees.

Appendix, No. 1.

List (A.), at p. 37, is "a selection of those cases which exhibit a decided discrepancy between the Returns of late-letter fees made in 1840, and those made in 1837, or between one or other of those Returns and the fees actually received since they have been paid into the revenue;" the totals are as follows:

| | |
|---|---|
| Return in 1837 | £. 1,594 |
| Ditto in 1840 | 2,769 |
| Present produce | 3,266 |
| Proposed compensation | 2,591 |

Looking at these results, it is scarcely possible to avoid the conclusion that the Return for 1840, and the proposed compensation, are both excessive; the Return for 1837, on the other hand, corresponds satisfactorily with the total of present fees. I beg to call especial attention to the entries in this list, a few of which I have selected and classified as follows:

1st. Cases showing a remarkable discrepancy between the Returns of 1837 and 1840:

| NAMES OF PLACES. | RETURN IN 1837. | RETURN IN 1840. | PRESENT PRODUCE. | PROPOSED COMPENSATION. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Banbury | 5 – – | 20 – – | 18 15 6 | 15 – – |
| Battle | – 10 – | 5 – – | 1 7 10 | 4 – – |
| Bicester | – 10 – | 9 2 6 | 1 8 – | 5 – – |
| Bradford (York) | 23 1 8 | 46 13 7 | 51 2 – | 40 – – |
| Bridgewater | 4 11 3 | 15 6 8 | 7 16 4 | 7 – – |
| Carmarthen | 4 11 3 | 17 13 4 | 7 17 6 | 15 – – |
| Carnarvon | 2 – – | 9 7 6 | 4 12 – | 5 – – |
| Chichester | 18 5 – | 61 19 5 | 48 17 6 | 30 – – |
| Dunmow | 1 6 – | 12 13 4 | 4 11 10 | 5 – – |
| Hitchin | 1 – – | 10 – – | 5 19 6 | 10 – – |
| Kidderminster | 6 – – | 19 6 8 | 17 2 8 | 15 – – |
| Manchester | 96 7 6 | 270 – – | 331 11 6 | 270 – – |
| Market Drayton | 2 – – | 18 5 – | 1 9 6 | 2 – – |
| Newport (Monmouth) | 10 – – | 39 10 10 | 37 8 4 | 30 – – |
| Newport Pagnell | 2 10 – | 19 19 3 | 9 16 4 | 5 – – |
| Prescott | 1 – – | 11 13 – | 2 10 2 | 4 – – |
| Winchester | 4 10 – | 21 10 – | 15 13 – | 18 – – |

2d. Cases showing (apparently) distrust of the Return of 1840, on the part of the Post-office Authorities.

| NAMES OF PLACES. | RETURN IN 1837. | RETURN IN 1840. | PRESENT PRODUCE. | PROPOSED COMPENSATION. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Doncaster | 15 – – | 30 8 4 | 41 5 2 | 15 – – |
| Market Drayton | 2 – – | 18 5 – | 1 9 6 | 2 – – |
| St. Ives | 2 10 – | 10 – – | 6 15 4 | 2 – – |
| Stockton-on-Tees | 1 10 – | 20 6 2 | 14 16 4 | 5 – – |

3d. Cases showing a remarkable falling off in the present Receipts:

| NAMES OF PLACES. | RETURN IN 1837. | RETURN IN 1840. | PRESENT PRODUCE. | PROPOSED COMPENSATION. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Barnsley | 5 5 – | 9 2 – | 3 5 4 | 5 – – |
| Beverley | 10 15 – | 12 2 8 | 6 6 2 | 11 10 – |
| Halifax | 25 14 4 | 29 6 1 | 14 19 4 | 28 – – |
| Mold | No return. | 14 – – | – 9 8 | 5 – – |
| Preston | 15 – – | 21 14 4 | 8 16 2 | 18 – – |
| Woodbridge | 18 5 – | 18 5 – | 5 13 4 | 18 – – |

4th. Cases in which the Compensation appears to be excessive:

| NAMES OF PLACES. | RETURN IN 1837. | RETURN IN 1840. | PRESENT PRODUCE. | PROPOSED COMPENSATION. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Cheltenham - - - | 35 – – | No return | 76 – – | 60 – – |
| Dover - - - - - | 7 – – | No return | 46 14 6 | 35 – – |
| Fareham - - - - | 2 10 – | No return | 6 1 10 | 10 – – |
| Hereford - - - - | 5 – – | No return | 16 12 – | 15 – – |
| Manchester - - - | 96 7 6 | 270 – – | 331 11 6 | 270 – – |
| St. Austle - - - - | 4 – – | 18 5 – | 10 10 6 | 10 – – |

The above cases are by no means all that belong to the several classes into which they are divided, but they will serve as specimens.

Another test of the accuracy of the statements is, to compare two offices, which being situated near to one another, and on the same great lines of road, must be liable to similar influences. Such a comparison, in certain cases, leads to results by no means satisfactory: for instance, Wolverhampton produces an amount of late-letter fees (21*l.* 3*s.* 8*d.*) nearly equal to that of Birmingham (26*l.* 3*s.* 8*d.*), while the letters of the former place are probably not more than one-eighth of the latter. In the case of Hull, the present fees are more than double the amount returned in 1840. In that of Beverley, on the contrary, the present fees are little more than half those returned in 1840. In the case of Liverpool, the return of 1840 shows an increase on that of 1837 of only 18 per cent., and the present fees exceed those returned in 1840 by as much as 65 per cent.; while in the case of Manchester, the first increase is nearly 200 per cent., and the latter only 23 per cent.

I am anxious to be understood as not expressing any opinion unfavourable to the parties concerned in the cases stated in this Report, but as merely indicating them for explanation; they should, I submit, be specially reported on by the Post-office authorities, whose greater familiarity with the subject will, I have no doubt, enable them to explain much which to me appears strange and anomalous, and to put the whole matter in a more satisfactory light; but if they should see reason to suspect that part of the present fees has in any instance been withheld, I would recommend that all doubts should at once be removed, by placing some confidential person in the particular office for a few days, to take an account of the amount of the fees collected. At all events, the further report of the Post-office will enable you to decide whether or not it may be necessary to extend the inquiry to other cases, and to determine the course which in other respects it may be best to adopt.

If, on a reconsideration of the whole subject, it should still be thought expedient to carry the late-letter fees to the revenue, I would suggest that the amount of compensation should be determined with reference to the fees actually received in the course of last year; for instance, it might be fixed at a third, a half, or two-thirds of such fees. This principle of compensation would, I think, be perfectly fair; the object being, I imagine, to give to each postmaster an equivalent for the fees which he would have received had the reduction of postage, and the consequent increase of letters and earlier closing of letter-boxes, not taken effect. It is not intended, I presume, to compensate for any loss which may have arisen from alterations in the hours of dispatch, or from other changes which are independent of the introduction of penny postage.

But the investigation of this case has led me to doubt the expediency of the course which, in compliance with my own recommendation, was followed during the past year, of requiring that the late-letter fees shall be paid into the revenue. The impossibility of effectually checking the amount of such fees, and the consequent temptation to fraud, make such a course very unsatisfactory.

At the same time, I must admit that I am not fully prepared to recommend any other arrangement: much will depend on the explanations which I trust will be afforded of the statements now under consideration; if such explanations prove satisfactory, there will, perhaps, be no reason for abandoning the course intended to be pursued; still it may be useful to consider, in the meantime, what other arrangements are open to adoption. First, there is the obvious one of giving up the whole amount of fees as a perquisite to the postmasters (except, perhaps, as regards a few of the larger offices); but considering that such an arrangement would be attended with an immediate and increasing loss to the revenue, amounting at present to at least 3,000*l.* or 4,000*l.* a year, and that even if the fees were given up, it would be important (for various reasons) to ascertain their amount, perhaps this plan may at once be dismissed as ineligible.

There are, however, one or two other arrangements which have occurred to me, which are, I think, deserving of consideration. Objections and difficulties, no doubt, attach to these, as I fear they must, more or less, to every possible arrangement; still the practical question is, which among the several arrangements that may be proposed, is, all things considered, best.

The first arrangement which I would submit for consideration is as follows:—Having fixed the

Appendix, No. 8.
Late-Letter Fees.

the amount of compensation, as already suggested, at a certain fraction of the fees actually paid last year (or determined it by any more equitable arrangement), require that the late-letter fee shall in all cases be paid by a postage stamp. If the public, as well as the post-masters, were informed that the late-letter fee was never to be paid in money, no fraud could be committed, without the public being in some degree a party to it; which would greatly increase the risk of detection.

Another arrangement is the following:—Let the fees be paid in money; let the amount be estimated as regards each office by the best practicable means; let a certain fixed sum, say one half of the estimated amount, be paid over to the revenue, and the remainder, whatever it may prove to be, left in the hands of the postmaster for compensation. When no compensation is due, the payment to the revenue might be fixed at nearly the whole (nine-tenths, for instance) of the estimated amount. The amount of fees should be estimated, and the sum to be paid to the revenue regulated periodically; say once a year.

The difficulty would be to obtain any data, except through the postmaster himself, by which to estimate the amount of fees.

The most certain mode, if practicable, would be for the surveyor or some other disinterested and confidential person, to attend at each office for two or three days once a year, and take an account of the late-letter fees (or indeed any others, as for instance those charged on letters sent by unofficial posts); and if this were done as a matter of course in all offices without exception, it might, I think, be managed without creating on the part of the postmasters a feeling that they were not treated with proper confidence.

Another mode of estimating the amount of fees collected, which, though less accurate than the last, might on the whole be open to less objection, is as follows:—Let a selection be made of a considerable number of the larger offices, in the accurate management of which the greatest confidence was felt, and let the postmasters be required to keep an account, say for a week, of the amount of late-letter fees collected at each closing of the letter box throughout the day. Let them, at the same time, state the mail or mails for which the box is closed, the hour of closing, and length of time; also the number of letters, early as well as late, dispatched at such time. Let the statements contained in the several Returns be then arranged under the heads, "London mails," and "Bye and Cross post mails;" each of those two classes being again subdivided according to the hours at which the boxes are closed, so as to bring into the same classes all the London mails dispatched at about the same hour, and likewise into the same classes all the bye and cross mails dispatched about the same hour; then, by ascertaining, as regards each class, the total number of letters, early and late, and the total amount of fees, a ratio would be established between letters and fees (varying probably in the different classes as the hour of closing the box might vary), by means of which I think it highly probable that the amount of late-letter fees might be estimated with sufficient accuracy, as regards each office, throughout the kingdom; the number of letters by each mail, and the hour of closing the box being known.

It will of course be necessary, both in determining and applying the ratios thus established, to get rid of disturbing causes as much as possible; with this view, it would be important to require the same fee, and to close the boxes the same time, in all cases. To this rule the offices in London, Dublin, and Edinburgh, might, however, be exceptions.

Still, whatever might be done to get rid of disturbing causes, they would to a certain extent, remain. For instance, the greater proportion of wealthy people in certain towns would tend, as regards such towns, to increase the ratio of late-letter fees. I would recommend, therefore, that the amount of fees should be assumed to be something less than that given by the formula. I have already suggested a deduction of one-tenth; and as a further security to the Postmaster, he might be entitled to claim a trial, in his own case, of the mode first suggested for ascertaining the amount of fees; viz. by appointing a confidential and disinterested person to collect the fees for a short time.

Whatever arrangement may be adopted, it appears to be very desirable that each post-master should make an annual return of his emoluments derived from this source,—a rule which I beg to recommend should be extended to emoluments of every description.

The case now under consideration appears clearly to indicate the danger of leaving such facts to be ascertained till the time has arrived for giving compensation.

In apologising for the unavoidable length of this Report, I beg to state that I have purposely postponed the consideration of many points of detail, in the hope that further explanation from the Post-office may make it unnecessary.

I have, &c.
(signed) *Rowland Hill.*

To the Right Honourable
The Chancellor of the Exchequer,
&c. &c. &c.

*P. S.*—Since the date of the above Report, the Postmaster-general has submitted a schedule of compensations to the postmasters in Scotland and Ireland. From this schedule I have selected certain cases, to which the preceding remarks are for the most part applicable: *see* Lists (A.) and (B.), p. 39.

26 August 1841.

LIST (A).

A SELECTION of those CASES which exhibit a decided Discrepancy between the Returns of LATE-LETTER FEES made in 1840, and those made in 1837; or between those Returns and the FEES actually received since they have been paid into Revenue.

ENGLAND AND WALES.

| POST TOWN. | Return made in 1837. (Postage Report, Appendix 2, p. 180). | Annual Amount returned by Postmaster in 1840, on an Average of Three Years. | Estimated Annual Produce, calculated upon Amount carried to Revenue in the Six Months ended 6 October 1840. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Abingdon | 5 – – | 10 – – | 5 12 8 | 7 10 – |
| Ampthill | 2 12 – | 4 15 10 | – 14 4 | 3 10 – |
| Andover | 8 – – | 12 16 4 | 9 5 4 | 10 – – |
| Arundel | 2 12 – | 6 – – | 7 2 2 | 5 – – |
| Atherstone | 1 – – | 5 – – | 3 12 – | 3 – – |
| Aylsham | 1 12 – | 2 4 2 | 1 16 10 | 2 – – |
| Banbury | 5 – – | 20 – – | 18 15 6 | 15 – – |
| Bangor | 1 – – | 6 4 8 | 4 12 8 | 5 – – |
| Barnsley | 5 5 – | 9 2 – | 3 5 4 | 5 – – |
| Barnstaple | 2 – – | 6 – – | 7 10 6 | 5 – – |
| Battle | – 10 – | 5 – – | 1 7 10 | 4 – – |
| Bawtry | 1 5 – | 3 16 – | 5 3 8 | 3 – – |
| Beaumaris | – 10 – | 5 10 2 | 3 6 – | 3 – – |
| Bedford | 7 10 – | 10 – – | 4 5 2 | 9 – – |
| Berkhampstead | 6 1 – | 6 – – | – 13 4 | 5 – – |
| Beverley | 10 15 – | 12 2 8 | 6 6 2 | 11 10 – |
| Bicester | – 10 – | 9 2 6 | 1 8 – | 5 – – |
| Bodmin | 1 – – | 3 13 4 | 4 10 10 | 2 10 – |
| Bolton | 1 10 – | – – – | 9 10 2 | 10 – – |
| Boroughbridge | 1 10 – | 1 15 – | – 18 2 | 1 10 – |
| Boston | 27 – – | 19 – – | 19 9 2 | 19 – – |
| Bourne | 3 19 – | – – – | 2 16 2 | 3 – – |
| Bradford (Yorkshire) | 23 1 8 | 46 13 7 | 51 2 – | 40 – – |
| Bradford (Wilts) | 2 10 – | 5 4 – | 4 10 2 | 4 – – |
| Brandon | 4 4 – | 4 9 4 | 3 7 4 | 4 – – |
| Bridgenorth | nil. | 10 – – | 8 13 10 | 5 – – |
| Bridgewater | 4 11 3 | 15 6 8 | 7 16 4 | 7 – – |
| Brighton | 155 19 | 216 2 1 | 254 8 10 | 200 – – |
| Broomsgrove | – 15 – | 6 3 4 | 2 3 10 | 5 – – |
| Bungay | 1 6 – | 5 4 – | 6 11 4 | 4 – – |
| Bury (Lancashire) | 3 – – | 3 16 8 | 3 18 10 | 3 10 – |
| Callington | nil. | 3 14 4 | – 19 10 | 1 10 – |
| Campden | – 17 11 | 5 19 2 | 3 16 4 | 3 – – |
| Cardiff | 5 – – | 10 – – | 15 – 8 | 10 – – |
| Carmarthen | 4 11 3 | 17 13 4 | 7 17 6 | 15 – – |
| Carnarvon | 2 – – | 9 7 6 | 4 12 – | 5 – – |
| Cheltenham | 35 – – | – – – | 76 – – | 60 – – |
| Chester | – – – | 10 – – | 9 13 8 | 10 – – |
| Chesterfield | 3 – – | 4 16 8 | 1 11 8 | 4 – – |
| Chichester | 18 5 – | 61 19 5 | 48 17 6 | 30 – – |
| Chorley | 1 10 – | – – – | 3 19 – | 3 – – |
| Christchurch | 2 – – | 4 11 3 | 4 9 6 | 3 10 – |
| Coleford | – 15 – | 4 5 4 | 3 16 6 | 3 – – |
| Colnbrook | 3 – – | 3 – – | 2 3 10 | 3 – – |
| Congleton | 3 – – | 6 10 – | 1 11 – | 5 – – |
| Conway | – – – | 5 5 4 | – 17 – | 2 – – |
| Cowbridge | 9 1 8 | 7 11 8 | 3 16 6 | 6 – – |
| Crediton | 1 – – | – – – | 4 14 – | 4 – – |
| Croydon | 5 – – | 8 6 5 | 1 12 8 | — |
| Darlington | 5 – – | 12 – – | 17 16 8 | 9 – – |
| Dartford | 4 – – | 11 – – | 10 11 – | 10 – – |
| Dartmouth | 3 4 – | 7 12 6 | 10 5 10 | 7 10 – |
| Dawlish | 2 12 – | 5 – – | 3 17 – | 4 – – |
| Deal | 11 – – | – – – | 39 16 4 | 25 – – |
| Derby | 45 12 – | 45 – – | 23 7 4 | 45 – – |
| Dewsbury | 1 6 – | 6 3 – | 5 2 2 | 4 – – |
| Devonport | 24 – – | 29 19 6 | 30 8 10 | 28 – – |
| Doncaster | 15 – – | 30 8 4 | 41 5 2 | 15 – – |
| Dorchester | 5 – – | 8 8 – | 11 8 6 | 7 – – |
| Dorking | 2 – – | 2 7 4 | 1 18 8 | 2 – – |
| Dover | 7 – – | – – – | 46 14 6 | 35 – – |
| Dunmow | 1 6 – | 12 13 4 | 4 11 10 | 5 – – |
| Dursley | 2 2 – | 7 12 – | 4 1 2 | 6 – – |
| Eccleshall | 1 6 – | – – – | – – 4 | 1 – – |
| Ellesmere | – 15 – | 2 – – | 1 3 – | 1 10 – |
| Emsworth | 2 – – | 4 11 – | 4 3 4 | 3 10 – |
| Exeter | 98 15 – | 107 9 2 | 125 13 – | 100 – – |
| Exmouth | 3 5 – | 5 16 7 | 7 11 – | 5 – – |
| Fareham | 2 10 – | – – | 6 1 10 | 10 – – |
| Feversham | 9 2 – | 16 6 11 | 12 15 6 | 12 – – |
| Froome | 1 5 – | 7 13 4 | 6 5 4 | 5 – – |
| Godalming | 1 15 – | 3 – – | 3 19 4 | 2 10 – |
| Godstone | – 19 – | 2 7 10 | 2 1 4 | 1 10 – |
| Gravesend | 4 – – | 28 8 11 | 40 17 8 | 25 – – |
| Hadleigh | 1 – – | 5 3 6 | 4 7 4 | 5 – – |
| Halesworth | 3 – – | 8 – – | 4 19 – | 5 – – |
| Halifax | 25 14 4 | 29 6 1 | 14 19 4 | 28 – – |
| Harrowgate | – 16 – | 13 – 10 | 10 15 2 | 9 – – |
| Hatfield | 1 6 – | 5 – – | – 15 8 | nil. |
| Havant | 2 5 – | 3 18 – | 2 4 – | 3 – – |
| Haverfordwest | nil. | 15 16 8 | 28 16 8 | 15 – – |
| Henley-on-Thames | 6 10 – | 12 2 8 | 12 3 4 | 9 – – |
| Hereford | 5 – – | – – – | 16 12 – | 15 – – |
| High Wycombe | 2 10 – | 11 – – | 12 11 10 | 9 – – |
| Hitchin | 1 – – | 10 – – | 5 19 6 | 10 – – |
| Hithe | 3 – – | – – – | 7 13 – | 4 10 – |
| Holbeach | not in Return | 3 13 4 | 2 18 8 | 3 – – |
| Honiton | 2 12 – | 8 17 1 | 12 – 10 | 8 10 – |
| Horsham | 2 12 – | 12 13 4 | 18 11 10 | 9 – – |
| Howden | 2 10 – | 4 4 – | 3 6 4 | 3 10 – |
| Kidderminster | 6 – – | 19 6 8 | 17 2 8 | 15 – – |
| Knaresborough | 5 5 – | 7 7 8 | 1 14 2 | 6 10 – |
| Launceston | – 5 – | 6 10 – | 6 15 10 | 6 10 – |
| Leominster | 1 6 – | – – – | 8 9 10 | 7 – – |
| Liskeard | 4 – – | 6 15 11 | 4 2 8 | 5 10 – |
| Lichfield | nil. | – – – | 8 19 10 | 5 – – |
| Liverpool | 255 10 – | 300 8 2 | 494 1 10 | 300 – – |
| Llandovery | – 10 – | 2 – – | 1 15 6 | 1 10 – |
| Louth | 1 5 6 | 5 6 – | 4 6 4 | 4 – – |
| Ludlow | 2 10 – | – – – | 8 14 8 | 5 – – |
| Lynn | 14 – – | 36 – 7 | 42 – 6 | 36 – – |
| Maidenhead | 10 – – | 24 6 8 | 13 7 – | 16 – – |
| Maidstone | 25 – – | 47 1 10 | 95 11 6 | 40 – – |
| Marlborough | 12 11 – | 12 7 6 | 14 1 10 | 12 – – |
| Malvern | 8 – – | 12 – – | 6 2 10 | 10 – – |
| Manchester | 96 7 6 | 270 – – | 331 11 6 | 270 – – |
| Market Drayton | 2 – – | 18 5 – | 1 9 6 | 2 – – |
| Market Harborough | – 15 – | – – – | 2 13 8 | 2 – – |
| Melksham | – 10 – | 5 13 4 | 5 2 10 | 5 – – |
| Melton Mowbray | 5 – – | 4 13 – | 4 1 – | 4 10 – |
| Mold | nil. | 14 – – | – 9 8 | 5 – – |
| Moreton-in-Marsh | – 15 – | – – – | 2 13 8 | 2 – – |
| Newport (Monm.) | 10 – – | 39 10 10 | 37 8 4 | 30 – – |
| Newport Pagnel | 2 10 – | 19 19 3 | 9 16 4 | 5 – – |
| Oakhampton | – 3 – | 4 16 8 | 4 9 – | 4 – – |
| Odiham | – 10 – | 2 6 8 | 1 15 6 | 1 10 – |
| Oswestry | nil. | 6 10 4 | 2 6 10 | 5 – – |
| Oxford | 71 15 – | 99 12 1 | 112 17 6 | 95 – – |
| Penrith | – 5 – | 4 17 8 | 6 15 – | 4 10 – |
| Penzance | 5 5 – | 9 10 – | 12 12 4 | 8 – – |
| Peterborough | 5 – – | 11 10 – | 12 – 4 | 10 – – |
| Poole | 15 – – | 17 8 11 | 15 13 10 | 16 – – |
| Prescot | 1 – – | 11 13 – | 2 10 2 | 4 – – |
| Preston | 15 – – | 21 14 4 | 8 16 2 | 18 – – |
| Ramsgate | 17 – – | 22 10 0 | 22 8 2 | 20 – – |
| Reading | 20 – – | 36 12 9 | 56 12 4 | 32 – – |
| Ringwood | 2 12 – | 4 16 2 | 4 2 8 | 3 10 – |
| Ross (Hereford) | 2 – – | 7 1 4 | 9 10 10 | 6 – – |

(continued)

| POST TOWN. | Return in 1837. | Return in 1840. | Estimated Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Royston | 5 7 – | 4 – – | 3 3 8 | 4 – – |
| Rugby | – 13 – | 2 – – | 1 11 8 | 1 10 – |
| Rye | 3 12 – | 7 16 – | 7 11 6 | 5 10 – |
| St. Austle | 4 – – | 18 15 – | 10 10 6 | 10 – – |
| St. Helens | 1 – – | 4 – – | 5 15 – | 3 – – |
| St. Ives | 2 10 – | 10 – – | 6 15 4 | 2 – – |
| St. Leonards | 12 – – | 17 13 4 | 19 – 2 | 15 – – |
| Selby | 2 10 – | 3 15 – | 3 7 2 | 3 – – |
| Sevenoaks | 2 12 – | 10 – – | 9 – 2 | 8 – – |
| Sheerness | 8 10 – | 14 11 – | 19 6 2 | 12 – – |
| Shepton Mallet | 4 10 – | 9 2 6 | – 18 10 | nil. |
| Shields, North | 12 16 – | 16 3 3 | 24 18 6 | 15 – – |
| Sittingbourne | 10 – – | – – | 7 15 4 | 9 – – |
| Sleaford | 8 – – | 8 10 7 | 5 18 2 | 8 – – |
| Southampton | 15 – – | 23 11 3 | 30 17 6 | 20 – – |
| South Molton | 1 19 – | 4 11 2 | 15 10 3 | — |
| Spalding | 9 5 – | 13 10 – | 10 – 10 | 12 – – |
| Spilsby | 2 – – | 5 10 – | 4 18 8 | 4 10 – |
| Stamford | 2 12 – | 21 8 2 | 21 14 10 | 20 – – |
| Steyning | – 10 – | 2 – – | 1 9 – | 1 10 – |
| Stockton-on-Tees | 1 10 – | 20 6 2 | 14 16 4 | 5 – – |
| Stourport | 3 – – | 4 13 4 | 2 6 10 | 4 – – |
| Swansea | 15 – – | 15 9 6 | 12 8 10 | 15 – – |
| Taunton | 25 – – | 38 12 – | 43 7 – | 38 – – |
| Teignmouth | – 10 – | 4 – – | 7 12 4 | 4 – – |
| Thirsk | 1 10 – | – – | 8 5 8 | 5 – – |
| Tiverton | 2 10 – | – – | 18 1 10 | 10 – – |
| Torquay | 3 – – | 18 – – | 22 12 4 | 18 – – |
| Torrington | – 9 6 | – – | 4 2 8 | 3 10 – |
| Totness | 2 10 – | 10 – – | 8 3 6 | 6 – – |
| Truro | 20 – – | 20 – – | 20 – – | 20 – – |
| Tunbridge | 2 12 – | – – | 11 8 10 | 6 10 – |
| Waltham Cross | – 4 – | 4 – 11 | – 15 10 | 3 – – |
| Warminster | 2 – – | 10 – – | 11 18 2 | 10 – – |
| Welchpool | nil. | 9 15 3 | 7 9 10 | 5 – – |
| Wells (Somerset) | 4 – – | 11 – – | 11 18 2 | 10 – – |
| Welwyn | 2 12 – | 5 – 8 | 2 1 6 | 4 – – |
| Weymouth | 15 – – | 15 – – | 8 7 4 | 15 – – |
| Whitby | 6 – – | 7 4 – | 8 3 4 | 7 – – |
| Whitchurch (Salop) | – 10 – | – – | 7 2 10 | 4 – – |
| Wimbourne | 3 10 – | – – | 3 4 6 | 5 – – |
| Wincanton | – 8 – | 5 – – | 1 16 – | 2 10 – |
| Winchester | 4 10 – | 21 10 – | 15 13 – | 18 – – |
| Wingham | 1 – – | 3 12 4 | 2 19 6 | 2 10 – |
| Wisbeach | 8 – – | 16 13 4 | 22 7 2 | 16 – – |
| Woburn | – 5 – | 2 10 – | 2 4 10 | 2 – – |
| Woodbridge | 18 5 – | 18 5 – | 5 13 4 | 18 – – |
| Wootton-under-Edge | 3 13 – | 8 2 2 | 3 16 4 | 6 10 – |
| Worthing | 8 10 – | 15 16 6 | 16 4 6 | 14 – – |
| Yarmouth | 11 6 – | 30 – 6 | 76 14 8 | 30 – – |
| Yeovil | 5 – – | 11 3 4 | 12 – 2 | 10 – – |
| TOTAL £. | 1,594 15 7 | 2,769 – – | 3,266 5 – | 2,591 10 – |

## LIST (B.)

A SELECTION of those CASES in which the Returns in 1837 and 1840 agree nearly one with another.

### ENGLAND AND WALES.

| POST TOWN. | Return in 1837. | Return in 1840. | Estimated Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Aberystwith | 3 – – | 3 8 4 | – 18 4 | 3 – – |
| Ashford | 3 – – | 3 16 8 | 11 3 8 | 3 – – |
| Axminster | 1 16 – | 2 – – | 2 9 8 | 2 – – |
| Aylesbury | 2 12 – | 2 10 – | 8 2 6 | 2 10 – |
| Berkhampstead | 6 1 – | 6 – – | – 13 4 | 5 – – |
| Blandford | 4 – – | 4 – – | 5 19 6 | 4 – – |
| Brandon | 4 4 – | 4 9 4 | 3 7 4 | 4 – – |
| Bury St. Edmunds | 20 18 – | 19 7 8 | 43 17 10 | 19 – – |
| Bury (Lanc.) | 3 – – | 3 16 8 | 3 18 10 | 3 10 – |
| Carlisle | 7 – – | 6 13 4 | 16 2 – | 6 10 – |
| Colnbrook | 3 – – | 3 – – | 2 3 10 | 3 – – |
| Coventry | 7 – – | 7 4 6 | 15 – – | 7 – – |
| Derby | 45 12 – | 45 – – | 23 7 4 | 45 – – |
| Devizes | 2 12 – | 2 18 8 | 8 12 10 | 2 10 – |
| Durham | 12 15 – | 12 3 – | 39 12 10 | 12 – – |
| Eastbourne | – 17 4 | 1 – – | 3 11 10 | 1 – – |
| Evesham | 1 – – | 1 4 9 | 2 11 2 | 1 – – |
| Gloucester | 22 – – | 23 3 6 | 25 13 6 | 22 – – |
| Guildford | 5 10 – | 5 10 – | 14 8 10 | 5 – – |
| Hay | 3 – – | 3 6 10 | 4 2 8 | 3 – – |
| Hull | 92 9 – | 113 11 – | 274 19 – | 100 – – |
| Huddersfield | 25 – – | 25 – – | 27 9 2 | 25 – – |
| Ipswich | 36 6 – | 33 5 7 | 65 10 4 | 35 – – |
| Kingsbridge | 2 10 – | 2 10 – | 1 10 – | 2 – – |
| Leeds | 93 9 – | 89 12 2 | 197 12 6 | 85 – – |
| Lowestoft | 2 10 – | 2 2 – | 6 9 – | 2 – – |
| Macclesfield | 5 – – | 5 – – | 8 7 8 | 5 – – |
| Marlborough | 12 11 – | 12 7 6 | 14 1 10 | 12 – – |
| Market Deeping | 2 4 – | 2 10 2 | 2 4 – | 2 – – |
| Namptwich | 1 10 – | 1 16 8 | 3 4 4 | 1 10 – |
| Newark | 8 18 – | 9 5 6 | 32 16 10 | 9 – – |
| Newbury | 21 – – | 27 12 9 | 66 1 8 | 24 – – |
| Newmarket | 15 – – | 15 17 6 | 18 6 – | 15 – – |
| Norwich | 53 11 – | 55 12 1 | 186 14 10 | 54 – – |
| Nottingham | 30 – – | 30 – – | 53 19 8 | 30 – – |
| Pontefract | 3 – – | 3 8 8 | 3 1 8 | 3 – – |
| Retford | 5 – – | 4 15 – | 8 6 10 | 4 10 – |
| Ripon | 2 – – | 2 3 4 | 1 17 10 | 2 – – |
| Rochester | 32 14 – | 38 12 2 | 63 5 8 | 35 – – |
| Ruthin | 2 10 – | 2 6 8 | 3 1 – | 2 – – |
| Ryde (I. of Wight) | 13 – – | 13 5 – | 27 4 6 | 13 – – |
| Sandwich | 1 – – | 1 5 – | 4 5 2 | 1 – – |
| Shields (North) | 12 16 – | 16 3 3 | 24 18 6 | 15 – – |
| Sleaford | 8 – – | 8 10 7 | 5 18 2 | 8 – – |
| Sunderland | 17 – – | 18 19 5 | 69 9 6 | 18 – – |
| Swansea | 15 – – | 15 9 6 | 12 8 10 | 15 – – |
| Thrapstone | 3 6 – | 3 10 3 | 6 10 6 | 3 – – |
| Wakefield | 34 18 – | 32 6 4 | 29 15 6 | 32 – – |
| Weymouth | 15 – – | 15 – – | 8 7 4 | 15 – – |
| Wolverhampton | 10 – – | 12 – – | 21 3 8 | 11 – – |
| Woodbridge | 18 5 – | 18 5 – | 5 13 4 | 18 – – |
| York | 5 – – | 5 18 3 | 67 – 6 | 5 – – |
| TOTAL £. | 759 4 4 | 798 14 7 | 1,547 11 2 | 753 – – |

LIST (A.)

A SELECTION of those CASES which exhibit a decided Discrepancy between the Returns of LATE-LETTER FEES made in 1840, and those made in 1837, or between one or other of those Returns, and the FEES actually received since they have been paid into the Revenue.

IRELAND.

| —— | Return of 1837. | Return of 1840. | Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Ballyshannon | – 2 6 | 10 6 8 | 5 9 6 | 5 – – |
| Cahir | – – | 2 18 4 | 1 7 10 | 1 – – |
| Carlow | 7 – – | 10 – – | 5 7 6 | 7 – – |
| Cashel | – 5 – | 9 – – | 3 16 6 | 3 – – |
| Castlebar | 2 10 – | 13 10 – | 8 6 4 | — |
| Clonmell | 1 10 – | 3 8 – | 10 – – | 2 – – |
| Cork | 20 – – | 40 13 4 | 29 10 10 | 25 – – |
| Derry | 4 11 3 | 17 12 8 | 29 16 6 | 6 – – |
| Down | 2 – – | 10 – – | – – | 2 – – |
| Drogheda | – – | 20 – – | 17 9 10 | 17 – – |
| Dundalk | – 10 – | 4 2 1 | – 19 10 | – 10 – |
| Dungannon | 2 10 – | 5 – – | 4 2 2 | 2 10 – |
| Fermoy | – 5 – | 8 1 4 | — | |
| Galway | 5 12 – | 36 10 – | 38 – 8 | 10 – – |
| Kells | – 5 – | 3 15 – | 6 – 4 | 1 – – |
| Kilkenny | 2 – – | 10 – – | 13 6 8 | 5 – – |
| Larne | – – | 15 – – | 2 11 8 | 2 10 – |
| Limerick | 40 – – | 77 10 – | 78 9 2 | 45 – – |
| Oranmore | – – | 4 15 – | – 14 4 | 2 – – |
| Sligo | 5 – – | 10 7 – | 32 18 8 | 8 – – |
| Strabane | 4 – – | 6 4 8 | 1 11 – | 4 – – |
| Tallow | – – | 4 11 3 | 1 11 8 | 1 10 – |
| Tipperary | – – | 18 – – | 6 14 10 | 6 10 – |
| Tuam | 1 10 – | 7 8 – | 12 – 4 | 3 – – |
| Tullamore | – 8 8 | 7 16 6 | 5 11 4 | – 10 – |
| Waterford | 15 18 – | 22 2 8 | 42 15 6 | 20 – – |
| Wexford | 3 – – | 6 15 – | 15 1 2 | 5 – – |
| Youghall | – – | 1 5 8 | 1 13 8 | 1 10 – |
| TOTAL £. | 118 17 5 | 386 13 2 | 375 7 10 | 186 10 – |

SCOTLAND.

| —— | Return of 1837. | Return of 1840. | Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Cupar (Fife) | 1 – – | 6 – – | 2 9 3 | 2 – – |
| Falkirk | – 7 6 | 4 – – | 1 8 7 | – 10 – |
| Greenock | – – | 10 1 8 | 24 1 5 | 10 – – |
| Inverness | – 5 – | 5 – – | 7 6 – | 5 – |
| Kirkaldy | 1 10 – | 5 – – | 5 17 11 | 5 – – |
| Leith | – – | 20 – – | 13 4 11 | 15 – – |
| Perth | 2 5 – | 4 2 8 | 7 13 11 | 4 – – |
| Stirling | 1 10 – | 8 8 2 | 2 9 8 | 2 10 – |
| TOTAL £. | 6 17 6 | 62 12 6 | 64 11 8 | 44 – – |

LIST (B.)

A SELECTION of those CASES in which the Returns in 1837 and 1840 agree nearly.

IRELAND.

| —— | Return of 1837. | Return of 1840. | Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Armagh | 2 12 – | 2 16 8 | 24 16 10 | 2 – – |
| Belfast | 26 – – | 29 9 4 | 64 6 4 | 26 – – |
| Mullingar | 2 5 – | 3 8 – | 3 7 6 | 3 – – |
| Newry | 45 15 – | 46 8 9 | 25 14 2 | 45 – – |
| TOTAL £. | 76 12 – | 82 2 9 | 118 4 10 | 76 – – |

SCOTLAND.

| —— | Return of 1837. | Return of 1840. | Present Produce. | Proposed Compensation. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Aberdeen | 22 16 – | 26 18 4 | 27 11 8 | 26 – – |
| Dundee | 21 15 6 | 17 14 6 | 22 6 2 | 17 – – |
| Forfar | – 10 – | – 11 8 | – 7 3 | – 10 – |
| Newburgh | 1 – – | – 15 – | – 10 5 | – 10 – |
| TOTAL £. | 46 1 6 | 45 19 6 | 50 15 6 | 44 – – |

TREASURY MINUTE of 31st August 1841, on the foregoing Papers.

WRITE to the Postmaster-general that my Lords have found great difficulty in coming to a decision on his Lordship's Report, recommending compensation to the postmasters for loss of late-letter fees, owing to the frequent and important discrepancies between the amount of such fees, collected by the several postmasters in the year 1836 (as shown by a Return to Parliament in February 1837), and the average of the three years ending with 1839, as stated in the Reports now before the Board; as well as between these amounts and the fees actually carried to revenue in the year 1840.

My Lords have no doubt that many, if not all of these discrepancies are capable of satisfactory explanation, but they are desirous of drawing the Postmaster-general's attention to the subject, and with that view direct that the Report of Mr. R. Hill be transmitted for his Lordship's perusal.

Appendix, No. 8.

Late-Letter Fees.

If after reading this Report, the Postmaster-general should be of opinion that the claims for compensation are just, my Lords authorise his Lordship to carry the proposed arrangement into effect; but should he be of opinion that any cases require further investigation, it is the wish of the Board that his Lordship should pursue the investigation by such means as he may consider most effectual, and report thereon to the Board, without however, in the meantime, postponing compensation in those cases regarding which his Lordship may be of opinion that further investigation is unnecessary.

Considering the difficulties of the case now before the Board, and the obvious danger of depending, when questions of compensation arise, on information drawn in many instances, probably, from very incomplete and inaccurate accounts, and supplied, apparently without any satisfactory check, by the parties claiming compensation; looking also to the changes now going on in the system of the Post-office, which may produce, as regards other fees, fluctuations similar to those which appear to have taken place in the late-letter fees, and to the great importance of possessing at all times the best possible information as to the emoluments of the postmasters and others, my Lords conceive it would be of advantage that measures should be adopted for obtaining from each postmaster and receiver, at the beginning of every year, a return of all fees and other perquisites which he, or those under him, may have received in the course of the preceding year; and that the information thus obtained should be embodied in a general return to this Board, exhibiting as regards each postmaster and receiver, the different sources and amount of his gross income, his expenses, and net income; also the amount of fees and perquisites which may be divided among his subordinates, and the share of each.

My Lords give no final directions on this subject before they have received the opinion of the Postmaster-general, and should his Lordship see no objection to this proposal, my Lords desire that he will cause to be prepared and submitted to this Board the necessary forms of returns.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 18 February 1842.

Referring to Mr. Trevelyan's letter of the 2d September last, enclosing copy of a Report from Mr. Rowland Hill to the late Chancellor of the Exchequer, on the subject of my predecessor's Reports, recommending compensation to various postmasters in the United Kingdom for loss of the fees upon late letters, which had been carried to the account of the revenue since 10th January 1840, I have the honour to state to your Lordships, that after a careful perusal of Mr. Hill's Report, and a full consideration of the whole question, I am of opinion that the claims for compensation are just, and that the allowances proposed by my predecessor are, in all cases, proper and equitable; and, therefore, regarding further investigation as unnecessary, I have, under the authority of your Lordships, conveyed in Mr. Trevelyan's letter of the 2d September, allowed the several compensations as submitted to your Lordships.

With regard to your Lordships' suggestion, that it would be of advantage that measures should be adopted for obtaining from each postmaster or receiver, at the beginning of every year, a return of all fees or other perquisites which he, or those under him, may have received in the course of the preceding year; and that the information thus obtained should be embodied in a general return to your Lordships, exhibiting as regards each postmaster and receiver the different sources and amount of his gross income, and expenses, and net income; also the amount of fees and perquisites which may be divided amongst his subordinate clerks, and the share of each; I beg to state, that I fully concur with your Lordships, that it is highly desirable to possess such information, which will be of the greatest value to this department. I have therefore the honour to enclose for your Lordships' inspection, two forms of the general return to be made, one applicable to post towns, and the other to sub-offices and receiving houses, and should they meet with your Lordships' approval, I will immediately take steps to procure the required information from all my deputies. I have thought it expedient to confine the return to postmasters and their clerks, as were they extended to letter-carriers and messengers, I am fearful that the task, which will even now be very laborious, extending in England and Wales to nearly 2,500 post-offices, and which will occupy the time of two or three clerks for some months annually, would be too difficult.

I beg to return Mr. R. Hill's Report.

I have, &c.
(signed) *Lowther.*

Appendix, No. 8.

Late-Letter Fees.

| ENGLAND. — TOWN. | Deputy Postmaster or Postmistress. | | Fixed Salary. | | Emoluments or Perquisites arising out of Private Delivery Letter-Boxes. | Amount paid Annually per Box. | Number of Subscribers for Private Boxes. | Other Items of Emoluments. | | Sums paid by each Postmaster for Office Rent. | Sums paid by each Postmaster for Salaries to Clerks. | Other Outlays. | Number of Clerks, distinguishing those Paid by the Crown from those Paid by the Postmaster; also, whether Paid wholly by fixed Salary, or partly by Fees, Christmas Boxes, or the like. | | | | If the Post-office belongs to the Crown, or if any is being built by the Crown. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Gross Income. | Net Income. | Salary. | Compensation for Loss of Perquisites, to cease with the present Deputy. | | | | Profits arising from Delivery of Letters beyond the fixed Boundary. | Gratuities for Private Bags or Pouches, and Christmas-Boxes, &c. &c. | | | | Paid by the Crown. | Paid by the Postmaster. | Amount of Salary. | Amount of Fees, Christmas Boxes, or the like. | |
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | | | £. s. d. | £. s. d. | |

| Post-Office, or Receiving-Office. | Sub-Deputy, or Letter Receiver. | Gross Income. | Net Income. | Salary. | Compensation (if any). | Fees or Emoluments. | Disbursements. |
|---|---|---|---|---|---|---|---|
| | | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |

Appendix, No. 8.

Late-Letter Fees.

TREASURY MINUTE of 13 May 1842, on the foregoing Letter.

WRITE to the Postmaster-general, that my Lords are happy to find that his Lordship concurs in the view taken by this Board of the expediency of obtaining from each postmaster and receiver an annual return of all fees and other perquisites.

With regard to the proposed forms for the general returns which are to be laid before this Board, observe that it appears to my Lords, that some important sources of emolument, the poundage and profit on the sale of postage stamps and envelopes for instance, are omitted; while other matters which are included, may be considered as redundant. My Lords have therefore caused to be prepared a form of return to be filled up by the postmasters (whose returns must of course be the ground-work of the general return to this Board), and their Lordships desire that a copy of this form may be sent to the Postmaster-general, with a recommendation that it be adopted, if his Lordship see no reason to the contrary.

State, that in framing this return, the object has been to secure, as far as possible, the insertion by the postmaster of every perquisite, without exception, by whomsoever it may be received; and to show the manner of its appropriation. Also, that in order to effect this object, my Lords have found it necessary to include the letter-carriers, as a class in the return, but that, on the other hand, neither the letter-carriers nor the clerks have been distinguished individually.

Remark that the latter modification has been adopted in deference to the Postmaster-general's opinion, that, if the return were framed in accordance with the first suggestion of this Board, the task of making it would be too difficult. This objection my Lords hope to find will not apply to the form now recommended, especially when it is considered that any difficulty which may remain, can scarcely be experienced after the first year.

And that my Lords have not considered it necessary to prepare a separate form for sub-deputies and letter-receivers; as it appears to their Lordships that the same form, with slight and obvious alterations in a few of the heads, will serve all purposes.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 2 July 1842.

WITH reference to Sir George Clerk's letter of the 16th ultimo, I beg to state that I have adopted the form recommended by your Lordships, for obtaining a statement of the incomes of all postmasters; and although I fear that it will be too complicated even when alterations have been made in it, for the sub-deputies and letter-receivers, many of whom are of necessity very illiterate persons, still I will endeavour to carry out the views of your Lordships as far as may be in my power.

I have, &c.

(signed) *Lowther.*

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Appendix, No. 9.

Money-order Office.

## Appendix, No. 9.

### REPORT ON MONEY-ORDER OFFICE.

The Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 29 March 1842.

THE rapid increase of the money-order business compels me reluctantly to apply for a further addition to that office. I trust it is not requisite for me to assure your Lordships that I am most anxious to keep down the expenditure of the service under my control, and that in making this application, I only do so under the conviction that the additional force I am about to solicit is absolutely necessary, both as regards the efficiency of the system now

Appendix, No. 9.

Money-order Office.

now yielding so large a measure of accommodation to every class of the community, and the security of the public revenue so deeply involved in it.

In order to place before your Lordships as succinctly as possible the extraordinary growth of the money-order business, together with the progressive additions made to the establishment in London to carry it on, I beg in the first place to submit the two Returns, Nos. 1 and 2.

No. 1. Showing the number and amount of money orders issued and paid in England and Wales each quarter consecutively, from the 5th January 1839 to that ended the 5th January 1842. (No. 1.)

No. 2. Being a similar Return, applicable to the orders issued and paid in London only. (No. 2.)

These Returns require but little comment; it will be sufficient that I direct your Lordships' attention to the following comparison between the first and last quarters contained in them, as forcibly exhibiting the extraordinary increase to which I have adverted, and which, taking the last quarter, gives as the present annual amount of money remitted through the Money-order Office, a total exceeding 3,000,000 *l.*, which being received at one office and paid at another, must be doubled or taken as 6,000,000 *l.* per annum received and paid by the Post-office.

| QUARTER ENDED. | No. 1. ENGLAND AND WALES. | | No. 2. LONDON. | |
|---|---|---|---|---|
| | Total Number of Orders Issued and Paid. | Amount. | Total Number of Orders Issued and Paid. | Amount. |
| | | £. s. d. | | £. s. d. |
| 5 April 1839 - - | 54,623 | 92,734 – – | 9,423 | 17,401 14 – |
| 5 January 1842 - - | 766,672 | 1,629,276 2 2 | 161,582 | 370,395 1 3 |

I have here to observe that the commission on money orders not exceeding 2 *l.* and 5 *l.* respectively, was reduced on the 20th November 1840 from 6 *d.* and 1 *s.* 6 *d.*, to 3 *d.* and 6 *d.*, mainly, as your Lordships will recollect, with the object of diminishing, if not wholly superseding the objectionable practice of remitting coin by post. The effect of this reduction will be seen by comparing the quarter previous to its taking place, viz. the 5th October 1840, with that just expired, which shows within the short period of one year and a quarter, a quintuple increase in the amount paid and issued, while the number of money orders has been nearly quadrupled. The increase shown between the first and last quarters contained in the enclosed Return, as regards the number of orders, is about fourteenfold, and in amount seventeenfold, and this increase is daily augmenting.

In illustration of the effect of this increase upon the duty, I beg to state the following facts:—

The number of ledgers at first required in the London office was only four, consisting of 330 folios of 61 lines each, which lasted above four months; while 24 ledgers, containing each 470 folios, 68 lines to the folio, have proved to be scarcely sufficient for the last quarter. The amount paid at the money-order windows of this office alone, on the 26th January last, was 3,812 *l.* 5 *s.* 11 *d.*; the payments at these windows, taken upon the average of the last month, having exceeded 2,800 *l.* a day; while the number of advices arriving from all parts of the kingdom, a large portion of which, after the whole have been sorted and arranged, require to be twice entered in the ledgers of this department, may be estimated at 12,000 every day.

The progressive additions to the force of the London Money-order Office will be seen by the enclosed Return, No. 3, showing the increase to the establishment, sanctioned by your Lordships' predecessors from time to time, since its commencement in September 1838, under the authority conveyed in Mr. Baring's letter of 13th August preceding, together with the additional and extra force employed, chiefly upon the arrears, at the same periods, accompanied also by a statement of the total expense of the office, both as regards the established and extra force, at each period, which Return has been prepared in this form in order that the whole subject may be placed fully and unreservedly before your Lordships; and while I beg to refer you to the several representations from the late Postmaster-general, enumerated in this Return, for the fuller details and particulars of these augmentations from time to time, I shall endeavour briefly to recapitulate some of the statements and grounds upon which those applications were founded, and which continue to increase in force every day. (No. 3.)

Appendix, No. 9.

Money-order Office.

The money-order business must now be viewed as a vast banking system, established by the Government for the accommodation of the public in the secure transmission of small sums of money between the remotest parts of the United Kingdom, at the lowest possible charge, and which, from the use now made of it, has become unprecedented in its extent and ramifications. The number of postmasters and letter-receivers in the United Kingdom (exclusive of the three metropolitan offices), empowered to issue and pay money-orders, is 1,250, all corresponding with each other; the system thus, in fact, embracing 1,250 branches, each of which may draw and be drawn upon by 1,249 other branches. Of this number of agents, no less than 691 postmasters and receivers are included in England and Wales, with all of whom debtor and creditor accounts are kept in London, where a check by means of the advices is maintained upon the daily receipts and payments of each. The necessity and importance of keeping up this check, and the new and heavy responsibility it has entailed upon the Post-office, are obvious; the security of the public revenue, interwoven as it is with the system, essentially depending upon it.

The operation of the money-order business upon the receipts of the postmasters, and the alteration it has in numerous instances effected in the responsibility of several offices where the net postage revenue is very small, and at which the duty in general has been previously very light, may be exemplified by the cases in the enclosed list, No. 4, which shows a great disparity between the postage and stamp revenue to be remitted by the postmaster, and the amount he receives on account of money-orders; and as a strong proof of the necessity for a close and constant inspection of the money order accounts, as well as of the peculiar features and difficulties of the system, I may advert to the circumstance, as a matter of repeated occurrence at some of the larger towns, that while the postmaster has been nominally in debt to this department to the extent of many thousand pounds for postage revenue and stamps, he has had a large balance in his favour on account of money orders, leaving him a creditor of the public on the combined account to a considerable amount, which it is necessary to remit to him from this department.*

(No. 4.)

Nor are the duties of the Money-order Office confined to keeping and checking the numerous accounts of the several branches in England and Wales. It is here that the money-order accounts of Ireland and Scotland, so far as the intermediate transactions between the three kingdoms are concerned, are finally examined, and the balances due from one department to the other, on this head, adjusted. It is to this office also that almost every application from the public relating to repayment or transfer of money orders from one place to another, and almost every complaint of irregularity, is referred. Here also the daily numerous requisitions as to the state of postmasters' accounts (for not a postage stamp is supplied without such inquiry) must be answered; omissions and irregularities in the transmission of advices of accounts and of returns, are likewise investigated here; and upon this point the president of the Money-order Office reports, that the letters from the public of the preceding description referred to him from the secretary's department for inquiry and explanation before they can be answered, have trebled, the number during the last nine months occupying the time of five clerks in his office, besides a large portion of his own; in addition to which he states that the papers relating to the postmasters' accounts and remittances, as well as applications for postage stamps, are so numerous, as entirely to employ throughout the day eleven clerks more. I will only add, that the experience of the secretary's department tends to confirm this statement; as it is found that the correspondence with the public on the subject of money orders engrosses the time and attention of at least three or four clerks, who are scarcely able to keep down the arrears in this respect.

Having given this outline of the increased duty, it is with regret I proceed to state, that notwithstanding the considerable additions made to the establishment, the employment also of a large supernumerary force, and the performance of extra work to the great extent shown in the Return No. 3, such is the increasing pressure, but slight impression has been made upon the formidable arrears, so strongly dwelt upon in the several representations of my predecessor, as will be seen by the Statement No. 5.

(No. 5.)

I need scarcely remark, that I feel much anxiety on this point; I have had several communications with the president of the Money-order Office, and I have personally inspected the office and the accounts. I now enclose the copy of two reports from the former

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* The following are given as recent examples:

Upon a requisition from the postmistress of Birmingham on the 2d instant, for a remittance on account of money orders, it appears that about 5,500*l.* is due from her on account of postage and stamp revenue, but that she is in advance on account of money orders 7,500*l.*, leaving a balance due to her on the combined account of 2,500*l.*

Again, on the 7th instant, the postmaster of Manchester applied for a remittance, and, on examination of his accounts, it appeared that there was about 21,000*l.* due from him on revenue account, whilst 23,500*l.* was due to him on the money-order account; and 2,000*l.* was accordingly remitted to him.

former (No. 6.), and, after the best consideration I have been able to afford, I concur in recommending that officer's proposition for a further addition to the regular day force of the Money-order Office of 18 clerks, trusting, with this aid, to reduce, as immediately as possible, the number of 38 clerks employed on the evening and morning extra duty. (No. 6.)

These 18 additional clerks to be considered as a provisional class, until the question of registration is decided, and until some further experience shall have shown whether any diminution of the money-order business takes place, from that or any other cause.

Your Lordships will see by the president's reports that one great object of this arrangement is to place the whole of the duty, at least as far as may be found practicable, more under his own immediate control than the present system admits of.

The present Force of the Money-order Office consists of.

| | | Present Annual Rate of Charge. |
|---|---|---|
| | | £. s. d. |
| Establishment - | 1 President - - - - - - - - | 500 - - |
| | 1 Principal clerk - - - - - - - | 300 - - |
| | 15 Senior clerks - - - - - - - | 1,330 - - |
| | 25 Junior ditto - - - - - - - | 2,000 - - |
| | 15 Probationary ditto - - - - - - | 975 - - |
| Total - | 57 £. | 5,105 - - |
| | 2 Messengers - - - - - - - | 130 - - |
| | Establishment - - - £. | 5,235 - - |
| Extra Force - - | Messengers (extra duty) - - - - - | 50 - - |
| | 9 Temporary clerks - - - - - - | |
| | 66 Employed from 10 till 4 at 30s. per week each | |
| | 9 Officers from the Inland-office employed from 11 to 3 - - - - - - - - | |
| | And in addition to the above, 38 clerks of the Money-order Office and other departments are at present employed between the hours of 8 and 10 a.m. and between 4 and 8 p.m. on extra duty, part of them receiving a fixed salary of 21s. per week, and the rest being paid at so much per folio for the work actually done, the whole being estimated to cost the public at the rate per annum - - - - | 2,660 - - |
| | Total Present Annual Expenditure - - - £. | 7,945 - - |

With respect to the salary to be granted to the additional and provisional class now recommended, I beg to refer to the communication from the Treasury made by Mr. Gordon on the 19th May last, fixing the salary of the probationary class of 15 clerks then sanctioned at 65 *l.* each, instead of 80 *l.* as proposed by the late Postmaster-general, upon the ground, as it would appear, of the great cost of the establishment compared with the commission; and, with all deference, I feel bound to state that I do not consider such an allowance adequate to the duty and responsibility; it barely provides for the maintenance of persons in that class of society from which it is desirable, both as regards the requisite qualifications and respectability, that such officers should be selected; and I would therefore respectfully suggest the fairness and propriety of advancing the existing probationary class to the amount of 75 *l.* per annum each, and of fixing the allowance to the provisional

Appendix, No. 9.

Money-order Office.

clerks now recommended, at 70*l.* per annum each. I do not at this moment press upon your Lordships any amelioration of the junior and senior classes, as was urged by my predecessor, by increasing or improving each, because this I consider a matter to be decided by longer experience, and to be a question dependent upon the permanency of the money-order business; but with regard to the two classes, viz. the probationary and the proposed provisional clerks, it is to be looked at simply as a question of justice to the individuals whose tenure of office is so uncertain, and of the security to the public revenue, which must in some degree depend upon the fidelity and attention of those engaged in the service.

Should your Lordships concur in these views, the proposed establishment will stand as follows:—

| | | £. | s. | d. |
|---|---|---|---|---|
| Proposed | 1 President | 500 | – | – |
| | 1 Principal clerk | 300 | – | – |
| | 15 Senior clerks | 1,330 | – | – |
| | 25 Junior ditto | 2,000 | – | – |
| | 15 Probationary, or second class of juniors, at 75*l.* per annum each | 1,125 | – | – |
| | 18 Provisional, at 70*l.* each | 1,260 | – | – |
| | 75 £. | 6,515 | – | – |
| | 2 Messengers | 130 | – | – |
| | 77 £. | 6,645 | – | – |
| | Messengers (extra duty) | 50 | – | – |
| | 9 Temporary clerks, at 30*s.* per week each. | | | |
| Number of persons exclusively employed in the Money-order Office | 84 | | | |
| | Retaining for the present the services of the nine clerks from the Inland-office, between 11 a.m. and 3 p.m., and continuing the system of extra duty, already described, until the arrears are reduced; the whole of this extra and temporary service being estimated at the amount paid in the quarter ended 5th January 1842; viz. | 2,660 | – | – |
| | Proposed Expense | 9,355 | – | – |
| | Present Expense | 7,945 | – | – |
| | TOTAL Estimated Increase £. | 1,410 | – | – |

The present increase of expenditure appears to be 1,410*l.* per annum; but this, I am willing to hope, will be reduced, as I trust that if the additional day force for which I now apply, be granted, I may be enabled to dispense with a considerable portion of the night and morning extra duty, as soon as the arrears are disposed of; and no exertion shall be spared to accomplish this as early as possible.

In conclusion, while I repeat my regret for the necessity I have found myself under of applying for this increase to the expenditure, I am happy in being enabled to state that, independently of the extensive and valuable accommodation afforded to the public, the produce of the money-order commission is much more than equal to the additional charge, yielding a handsome surplus to the public revenue; as will be seen by the accompanying estimate, No. 7, in which full allowance has been made, to the best of my judgment, for every expense that can by possibility fall upon the office.

(No. 7.)

I have, &c.

(signed) *Lowther.*

(No. 1.)

A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in *England* and *Wales* during the undermentioned Quarters, the Quarter ending 5th January 1842 being estimated.

| For the Quarters ended | Money Orders Issued. | | Money Orders Paid. | | TOTAL Issued and Paid. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. |
| 5 April 1839 - | 28,838 | 49,496 5 8 | 25,785 | 43,237 14 9 | 54,623 | 92,734 - 5 |
| 5 July — - | 34,612 | 59,099 9 5 | 28,645 | 50,154 18 6 | 63,257 | 109,254 7 11 |
| 5 October — - | 38,510 | 64,056 7 8 | 31,909 | 54,768 3 3 | 70,419 | 118,824 10 11 |
| 5 January 1840 - | 40,763 | 67,411 2 7 | 37,665 | 60,425 6 1 | 78,428 | 127,836 8 8 |
| 5 April — - | 76,145 | 119,932 12 1 | 70,875 | 117,858 - 4 | 147,020 | 237,790 12 5 |
| 5 July — - | 94,215 | 151,734 15 8 | 82,558 | 135,393 - 2 | 176,773 | 287,127 15 10 |
| 5 October — - | 122,420 | 196,507 14 3 | 110,227 | 170,084 - 6 | 232,647 | 366,591 14 9 |
| 5 January 1841 - | 189,984 | 334,652 14 8 | 165,940 | 316,628 17 2 | 355,924 | 651,281 11 10 |
| 5 April — - | 275,870 | 567,518 12 3 | 274,201 | 561,574 14 6 | 550,071 | 1,129,093 6 9 |
| 5 July — - | 289,884 | 608,774 11 2 | 291,884 | 615,850 7 7 | 581,768 | 1,224,624 18 9 |
| 5 October — - | 334,071 | 661,099 9 - | 326,193 | 651,935 18 6 | 660,264 | 1,313,035 7 6 |
| 5 January 1842 - | 390,290 | 820,576 11 10 | 376,382 | 808,699 10 4 | 766,672 | 1,629,276 2 2 |

Money-order Office, 13 January 1842.

(signed) *Wm. Barth.*

(No. 2.)

A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in *London* during the undermentioned Quarters, the Quarter ended 5th January 1842 being estimated.

| For the Quarters ended | Money Orders Issued. | | Money Orders Paid. | | TOTAL Issued and Paid. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| | | £. s. d. | | £. s. d. | | £. s. d. |
| 5 April 1839 - | 3,891 | 7,160 19 4 | 5,532 | 10,240 14 8 | 9,423 | 17,401 14 - |
| 5 July — - | 4,436 | 8,019 14 11 | 5,741 | 10,775 9 9 | 10,177 | 18,795 4 8 |
| 5 October — - | 4,585 | 8,718 18 4 | 6,259 | 11,603 9 11 | 10,844 | 20,322 8 3 |
| 5 January 1840 - | 4,977 | 8,472 2 7 | 6,958 | 13,210 1 - | 11,935 | 21,682 3 7 |
| 5 April — - | 11,309 | 18,518 6 - | 15,272 | 36,088 9 8 | 26,581 | 54,606 15 8 |
| 5 July — - | 13,582 | 25,566 11 - | 16,515 | 31,392 8 5 | 30,097 | 56,958 19 5 |
| 5 October — - | 19,965 | 28,981 15 3 | 24,584 | 41,219 10 8 | 44,549 | 70,201 5 11 |
| 5 January 1841 - | 16,185 | 48,122 18 3 | 38,669 | 86,679 19 2 | 54,854 | 134,802 17 5 |
| 5 April — - | 36,460 | 73,832 11 1 | 79,315 | 172,749 15 6 | 115,775 | 246,582 6 7 |
| 5 July — - | 42,559 | 96,194 14 2 | 88,085 | 196,364 11 6 | 130,644 | 292,559 5 8 |
| 5 October — - | 47,483 | 96,850 18 - | 89,451 | 209,646 12 3 | 136,934 | 306,497 10 3 |
| 5 January 1842 - | 57,424 | 114,221 2 6 | 104,158 | 256,173 18 9 | 161,582 | 370,395 1 3 |

Money-order Office, 13 January 1842.

(signed) *Wm. Barth.*

(No. 3.)

A RETURN showing the various Applications made to the Treasury by the Postmaster-general for Additions to the MONEY-ORDER ESTABLISHMENT, with the Date of Authority for the same, since its commencement on the 20th September 1838; the Number of Officers added to the Establishment in consequence of each Application; also the Number of Persons employed at the several Periods in question on Extra Duty, with the Total Expense of the Office at each Period, distinguishing the established and authorized Officers from those employed on Extra Duty.

The Money-order Office was established under the authority conveyed in Mr. Baring's letter of 13th August 1838, and consisted of three clerks, at 250 *l.*, 150 *l.*, and 100 *l.* respectively.

| Date of Postmaster-general's Application. | Date of Treasury Authority. | Number of additional Persons authorized. | Making Total Number of Persons on Establishment. | Extra Day Clerks. | Persons employed on Extra Morning and Evening Duty. | Rate of Expenditure per Annum on Establishment. | Rate of Expenditure per Annum for Extra Duty. | Total Rate per Annum of Expense of the London Money-order Office at the several Periods referred to. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | £. | £. s. d. | £. s. d. |
| 8 May 1839 - - - | 30 May 1839 - | 4 | 7 | 1 | 6 | 820 | 405 12 – | 1,225 12 – |
| 20 February 1840 - - | 26 February 1840 | 5 | 12 | 6 | 12 | 1,220 | 897 – – | 2,117 – – |
| 20 July 1840 - - - | 31 July 1840 - | 6 | 18 | 6 | 12 | 1,700 | 920 8 – | 2,620 8 – |
| 24 November 1840 - - | 10 December 1840 | 12 | 30 | 18 | 25 | 2,060 | 2,324 8 – | 4,984 8 – |
| 23 January 1841 - - | 10 Feb. 1841 } | 6 | 36 | 19 | 36 | 3,140 | 2,995 4 – | 6,135 4 – |
| 5 March 1841 - - | 5 April 1841* } | | | | | | | |
| 15 February 1841 - - | 16 February 1841 | 1 president | 37 | 19 | 36 | 3,640 | 2,901 12 – | 6,541 12 – |
| Colonel Maberly's Minute of 7 April 1841, personally delivered to the Chancellor of Exchequer by Lord Lichfield - - | 19 May 1841 - | 20 | 57 | 18 | 36 | 4,015 | 2,917 4 – | 6,932 4 – |

* Two messengers were authorized by the Treasury on the 5th April for the special service of the Money-order Office at salaries of 65 *l.* per annum each. They are also employed three hours each daily on extra duty, at 7 ½ *d.* per hour. This creates an additional expense of 188 *l.* 10 *s.* per annum.

(No. 4.)

STATEMENT showing the Amount received by the Postmasters at the following Towns in *England* and *Wales* for MONEY ORDERS issued by them, contrasted with the Amount of Revenue arising from Postage, and Sale of Postage Stamps remaining to be remitted, after deducting Official Disbursements for Salary, Riding Work, &c., made by them in One Quarter.

| Revenue to be Remitted, arising from Postage and Sale of Postage Stamps, in One Quarter. | NAME OF POST TOWN. | Amount received for Money Orders issued in One Quarter. | Revenue to be Remitted, arising from Postage and Sale of Postage Stamps, in One Quarter. | NAME OF POST TOWN. | Amount received for Money Orders issued in One Quarter. |
|---|---|---|---|---|---|
| £. s. d. | | £. s. d. | £. s. d. | | £. s. d. |
| 6 – – | Bakewell - - | 700 – – | 19 – – | March - - | 462 – – |
| 8 – – | Bawtry - - | 599 – – | 8 – – | Oundle - - | 567 – – |
| 10 – – | Billericay - - | 463 – – | Nil. - | Penrith - - | 1,514 – – |
| Nil. - | Brandon - - | 591 – – | Nil. - | Rugeley - - | 674 – – |
| 15 – – | Cheadle - - | 613 – – | 40 – – | St. Ives - - | 785 – – |
| Nil. - | Deal - - | 1,418 – – | Nil. - | St. Neot's - - | 712 – – |
| Nil. - | Diss - - - | 570 – – | Nil. - | Stafford - - | 1,364 – – |
| 16 – – | Eastbourne - | 420 – – | 40 – – | Swindon - - | 1,211 – – |
| 40 – – | Ely - - - | 976 – – | 20 – – | Tailbach - - | 408 – – |
| Nil. - | Evesham - - | 740 – – | Nil. - | Ulverstone - | 1,347 – – |
| 12 – – | Fowey - - | 468 – – | 25 – – | Wareham - - | 545 – – |
| 90 – – | Kington - - | 691 – – | 30 – – | Wednesbury - | 693 – – |
| 70 – – | Lincoln - - | 2,231 – – | 110 – – | Wisbeach - - | 1,650 – – |
| 25 – – | Macclesfield - | 1,818 – – | 150 – – | York - - | 5,854 – – |

*N. B.*—It must be recollected that the sums received by postmasters on account of money orders issued by them can only be ascertained, and placed to their debit from day to day, by the daily and careful examination of the advices.

9 February 1842. (signed) *Wm. Barth.*

(No. 5.)

STATEMENT of MONEY-ORDER ACCOUNTS remaining Unadjusted on the 19th March 1842.

THE Irish accounts, from 5th July 1839.

The Scotch accounts, from 5th July 1840.

The Manchester accounts, from 5th July 1841.

The Birmingham accounts, from 5th July 1841.

The Liverpool accounts, from 5th July 1841.

And about 100 of the accounts of postmasters in England and Wales to 5th January 1842.

(signed) *Wm. Barth.*

Money-order Office, 19 March 1842.

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(No. 6.)

Sir, Money-order Office, 27 November 1841.

WITH reference to your Minute of the 2d instant, directing me to report how long I consider it will probably be necessary to continue the present system of extra duty in this department, and whether it may not be right to remodel and place the whole upon a better footing than now exists, I beg to state that I never contemplated a continuance of the present system of extra work beyond the emergency of the occasion. I was induced to recommend it in consequence of the vast pressure of business, there being at the time upwards of 1,500 accounts not adjusted; and it must be admitted that more has been done in the past quarter by the new mode of piecework towards getting up this arrear than could have been expected; but as there is now another quarter's accounts in addition, I fear that the employment of the extra force to the 5th January will hardly accomplish the adjustment of all the accounts in England and Wales up to the quarter ended 5th October 1841. This, however, I propose to arrange without the necessity of incurring any further expense for superintendence; and therefore I hope for your sanction in the discontinuance of a supervision by one of the extra evening force, which I regret was not so effective as the service required, and the continuance of which I could not, satisfactorily to myself, propose.

I would earnestly recommend, with the exception of the temporary employment of the present extra force to get up the arrears, that it should, as regards the accounts, be abolished, and a permanent provision made for the duty.

When it is remembered how large an addition has been made to the establishment of this office since my connexion with it, it may at first appear that my request is not altogether a reasonable one; but I beg respectfully to call your attention to that part of my Report of the 3d April last wherein I stated that the increase I then solicited was solely in reference to the amount of business at that time, and that if it should continue to increase, I should have no alternative but to ask for a further addition to the number of clerks.

The increase of the business of this office since the date of that Report is upwards of 40 per cent.; and as it is quite impossible for it to be done with the present number of clerks, the only suggestion I can make is, that additional ones should be appointed, to be in attendance from 10 to 4, to keep up the current business. These officers would be under my own personal superintendence and control, and I cannot but think that the duty would be better performed in all respects.

I do not consider that less than 18 new clerks, in lieu of the evening and early morning extra force employed at the accounts, would be able to accomplish this; indeed, I am of opinion that this is the very lowest number with which it could be undertaken.

Should the Postmaster-general be pleased to entertain this proposition, it will be a matter for the consideration of his Lordship and yourself whether the additional clerks should be placed upon the establishment or engaged temporarily, as I am, of course, not aware of what measures may perhaps be adopted, which may in some degree tend to diminish the money-order business.

I have, &c.

Lieutenant-colonel Maberly, (signed) *Wm. Barth.*
&c. &c. &c.

Appendix, No. 9.

Money-order Office.

Sir, Money-order Office, 13 January 1842.

In obedience to the directions of the Postmaster-general, I have now the honour to forward returns showing the amount of the business of the Money-order Office, arranged in consecutive quarters, from its commencement as an official establishment to the 5th of the present month; and in transmitting these returns, which show most forcibly the immense increase of duty which has been thrown upon the office during the past year, as I have reason to believe that it is his Lordship's intention to recommend to the Treasury the additional force proposed in my Report of the 27th November last, I beg respectfully to state that when the increase is granted it will be absolutely necessary to continue the employment of some extra clerks to get up the arrear to the time of the addition being made; and even with this I cannot but express my fear, which is only strengthened by every day's experience, that the duty will not be properly performed with the proposed increase, nor shall I be able to prevent the work continuing to be in arrear, which is the case at present, and which, although I have used every exertion in my power, I find it impossible to avert.

I have, &c.
(signed) *W. Barth.*

Lieutenant-colonel Maberly,
&c. &c. &c.

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(No. 7.)

STATEMENT showing the Amount at which the Commission upon Money Orders issued within the United Kingdom may be calculated for the Year 1842, founded upon the Estimated Produce of the Quarter ended the 5th January 1842; also the Total Estimated present Expenditure fairly chargeable upon the Money-order System, so far as the same can be ascertained, with the Estimated Net Profit remaining to the Public Revenue.

| | £. | s. | d. | £. | s. | d. |
|---|---|---|---|---|---|---|
| The present rate per annum of poundage paid upon money orders issued in the United Kingdom, taken upon an estimate for the quarter ended the 5th January 1842, may be calculated at about | | | | 31,000 | – | – |
| The present annual expenditure fairly chargeable upon the money-order system, may be estimated in round numbers as follows: | | | | | | |
| Compensations, say | 1,800 | – | – | | | |
| London establishment | *8,000 | – | – | | | |
| Edinburgh ditto | 850 | – | – | | | |
| Dublin - ditto | 1,800 | – | – | | | |
| Allowance to Twopenny-post receivers | 1,200 | – | – | | | |
| Books, stationery, and other office expenses | 1,500 | – | – | | | |
| Say allowance for 40 clerks in country post-offices, granted on ground of money-order duty, at 60 *l.* per annum | 2,400 | – | – | | | |
| Allow for increased salaries to postmasters and for other contingent expenses, at the outside | 2,450 | – | – | | | |
| | | | | 20,000 | – | – |
| Estimated present Annual Profit £. | | | | 11,000 | – | – |

* Present expense; as the arrears described in the Statement No. 5 are reduced, this amount will be proportionately diminished.

*N. B.*—The preceding estimate of expenditure may be considered as not merely covering the several charges, but, in fact, as excessive.

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Treasury Minute of 17th May 1842.

Write to the Postmaster-general, that my Lords, having carefully considered the full and interesting Report on the Money-order Department, which his Lordship has laid before the Board, entirely concur in the importance he attaches to this department of the Post-office, and are much gratified to observe the great and increasing extent to which the public avails itself of the advantages which the system affords.

My Lords also agree with the Postmaster-general in the opinion, that the efficiency of the system, and the security of a large portion of the public revenue, alike require that the Money-order establishment in London should be sufficiently strong to discharge its numerous and important duties promptly and efficiently.

My

Appendix, No. 9.

Money-order Office.

My Lords regret to observe, from the present Report, that little or no progress has yet been made towards clearing off the arrears of accounts in the Money-order Department, and concur with the Postmaster-general in opinion that measures of a decided character should be adopted for that purpose.

They agree with the president of the Money-order Office, that it would be expedient to make such addition to the force of that office as shall render it sufficient for the punctual discharge of the current duties, and thus secure the department against the accumulation of any fresh arrears. They further approve of the direction of all the extra force which it may be necessary to employ exclusively to the duty of getting up the arrears, under efficient superintendence; and in order to accelerate the completion of this task, my Lords would suggest to the Postmaster-general that the remuneration should be so given as to make a portion of it at least dependent on the progress made in getting rid of the arrears.

In order to enable the Postmaster-general to carry these views into effect, my Lords authorise him to appoint the number of additional clerks which his Lordship has suggested; and should this number be insufficient to keep down new arrears, my Lords will be prepared to consider any application for a still further increase, it being clearly understood, however, that, as proposed by the Postmaster-general, the additional clerks are to be appointed provisionally.

With reference to the question of salaries, my Lords concur with the Postmaster-general in opinion, that it is advisable to allow to persons in the Post-office such an amount of salary as may, on the one hand, be consistent with economy, and may also, by affording a sufficient remuneration, ensure a faithful discharge of their duties. Acting upon this principle, my Lords do not object to allowing to those clerks who may be placed upon the establishment of the Post-office under the authority of this Minute a salary of 70*l.* a year.

In addition to the increased force already provided, my Lords authorise the Postmaster-general to appoint provisionally a third messenger to the Money-order Office, at a salary of 60*l.* a year, with a view of obviating the necessity of employing the present messengers at extra hours.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 7 May 1842.

I HAVE the honour to transmit to your Lordships copy of a memorial which I have received from the window clerks employed in the Money-order Office at the chief office in London, praying that some allowance may be granted to them, in consideration of the losses to which they are subjected under the peculiar nature of the duties they have to perform; and I beg to state that, having called upon those officers to furnish me with an account, showing the extent of the losses sustained by them during the last three years, I herewith enclose, for your Lordships' information, copy of a statement of those losses, from the 6th January 1841 to the 5th April last, (with an explanation how they have arisen,) no correct account having been kept previous to that period; and, under all the circumstances, I think it only fair that some equivalent should be made to them; and I would submit, for your Lordships' favourable consideration, that if an allowance of 8*l.* a year is granted to each of the clerks who shall be employed at the window, it will be sufficient to meet the hardship of the case. I think it right, however, at the same time to add, that it is not improbable similar applications will be received from the officers in Edinburgh and Dublin.

I have, &c.
(signed) *Lowther.*

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Sir, Money-order Office, 10 February 1842.

I BEG to forward a memorial to the Postmaster-general from the window clerks of this office, praying for some allowance to be granted for the losses which they state they have sustained in the performance of their duty.

I have, &c.
(signed) *Wm. Barth.*

Lieutenant-colonel Maberly,
&c. &c. &c.

Appendix, No. 9.

Money-order Office.

To the Right honourable Lord *Lowther*, Postmaster-general.

Money-order Office,
27 Nov. 1841.

May it please your Lordship,

Your memorialists, the window clerks of the Money-order Department, beg most respectfully to bring before your Lordship's notice the arduous duties they have to perform, the very great responsibility they incur, and the unavoidable losses to which, notwithstanding the greatest caution, they are subject, and which press so heavily on their limited salaries, unsupported as they are by the customary allowance granted to the cashiers and collecting clerks of banking establishments.

Your memorialists venture to indulge a hope that your Lordship will take into your kind consideration the losses which they have already sustained, and grant them an allowance commensurate with the risk of loss to which they are constantly exposed, and your memorialists beg to subscribe themselves, &c.

(signed) *William Farmer.*
*John Coleman Hobbs.*
*William Price Inglis.*
*Richard Julian Cale.*
*Henry Bulpit.*
*F. Court.*

---

Sir,

16 April 1842.

In compliance with your request to be made acquainted with the manner in which the losses at the window have occurred, we beg to state they have arisen from the distractions which are continually occurring, and which are inevitable in places where much business is transacted; questions to be asked or answered, money to be counted, an impatient public to be attended to, and continual motion from one place to another for the purpose of making the necessary references; these things, which are inseparable from an establishment like ours, must prove, occasionally, the sources of loss, and to these causes many, if not most of the losses are attributable; but in addition to these, bad figures, wrong advices, dark days, having more to attend to than we could properly get through, and we must add likewise, the dishonesty of some with whom we have had to transact business, have proved fertile sources of loss from time to time.

We beg to take this opportunity of thanking you for having done so much to improve our position at the window, and to render our labours less arduous and irksome; and all that we wish for now, is a remuneration adequate to the risk and responsibility which must always be attendant upon the discharge of duties like ours, however good the system upon which the business may be conducted.

We are, &c.

(signed)

| | | Losses sustained by us at the window. |
|---|---|---|
| | | £. s. d. |
| *William Farmer* | 15 months | 13 13 1 |
| *J. C. Hobbs* | 15 months | 13 9 4 |
| *Francis Court* | 12 ½ months | 12 5 – |
| *Richard Cales* | 12 months | 7 6 4 |
| | | A considerable portion of this has been recovered. |
| *William Inglis* | 12 months | 9 16 7 |
| *Henry Bulpit* | 5 ½ months | 5 15 4 |
| *James Douglas* | 7 weeks | 1 – 10 |

(*See* Statement enclosed.)

William Barth, Esq.

STATEMENT

STATEMENT of Losses sustained by the Window Clerks, from the 6th January 1841 to 5th April 1842.

| | | £. | s. | d. | £. | s. | d. |
|---|---|---|---|---|---|---|---|
| 7 Jan. 1841 | Mr. Bulpit | – | 11 | 5 | | | |
| 13 — — | — — — | – | 9 | 2 | | | |
| 16 — — | — — — | 3 | 10 | – | | | |
| 18 Mar. – | — — — | – | 9 | 9 | | | |
| 12 April – | — — — | – | – | 6 | | | |
| 1 May – | — — — | – | – | 6 | | | |
| 5 Oct. – | — — — | – | 2 | 6 | | | |
| 22 Dec. – | — — — | – | 1 | – | | | |
| 23 — — | — — — | – | 1 | – | | | |
| 29 — — | — — — | – | 8 | – | | | |
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| 8 Jan. 1841 | Mr. Hobbs | 2 | – | 6 | | | |
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| 9 Jan. 1841 | Mr. Farmer | 1 | – | – | | | |
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| 16 Jan. 1842 | — — — | – | 10 | – | | | |
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| 10 Jan. 1841 | Mr. Lucy – – | – | 2 | – | | | |
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| 13 Jan. – | Mr. Walshe – | 1 | – | – | | | |
| 20 Feb. – | — — — | – | 5 | 3 | | | |
| 12 Mar. – | — — — | – | 1 | – | | | |
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| 14 Jan. – | Mr. Bird – – | 1 | – | – | | | |
| 18 Feb. – | — — — | – | 9 | – | | | |
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| 17 Jan. – | Mr. Webster – | – | 2 | 1 | | | |
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| 5 Feb. – | — — — | – | – | 3 | | | |
| 8 Mar. – | — — — | – | 19 | 4 | | | |
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| 19 Jan. – | Mr. Lettis – | – | 5 | – | | | |
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| 14 Feb. – | Mr. Palmer – | – | – | 6 | | | |
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| 1 Apr. 1841 | Mr. Court – | – | 1 | 3 | | | |
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| 22 Dec. — | — — | – | 1 | 7 | | | |
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| 7 Jan. 1842 | — — | – | 10 | 1 | | | |
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| 5 Apr. 1841 | Mr. Inglis | – | 2 | 5 | | | |
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| 17 April 1841 | Mr. Collet | – | – | 6 | | | |
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| 4 Mar. — | Mr. Cale | 1 | – | – | | | |
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| 20 Jan. — | Mr. Richardson | 1 | – | – | | | |
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(Examined.)

Money-order Office, 20 April 1842. (signed) *W. Barth.*

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TREASURY MINUTE on the foregoing Letter, dated 17th May 1842.

WRITE to Postmaster-general that my Lords consider that the making an allowance to persons officially employed in the receipt or payment of money on account of the public, on the specific ground of their liability to make errors in such payments or receipts to their own prejudice, involves a principle which might be equally applicable to other offices than that of the Money-order Office, and which my Lords therefore are not prepared to sanction.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 1 June 1842.

I HAVE to acknowledge the receipt of Sir George Clerk's letter of the 21st instant, from which I am happy to learn that your Lordships concur generally in the views I have expressed on the subject of the Money-order Department; and I beg to assure you that no time shall be lost in making additional efforts immediately to bring up the arrears by adopting your Lordships' suggestion, as far as may be found practicable, so as to make the remuneration for the extra service dependent, in some degree, upon the expedition with which the work is performed, and the progress, consequently, made by the parties engaged

engaged in it; and on this subject I am at present in communication with the President of the Money-order Office.

There is one point, however, upon which I still have to request your Lordships' decision, as it appears to have been overlooked in the reply with which you have favoured me. In my Report of the 29th March last I submitted, on the general ground, in which your Lordships have acquiesced, viz. that the salaries of the persons employed in this, as in other departments of trust and confidence, while regulated by strict economy, should be such as to ensure a faithful discharge of the duties, and also, looking at the great number of clerks unavoidably engaged, by which the chance of succeeding hereafter to better classes is so seriously deferred, that the 15 juniors included in the second or probationary class should receive salaries of 75*l.* a year each. By Sir George Clerk's letter of the 21st instant, I am authorised to allow to those clerks now placed provisionally on the establishment, under the authority of your Lordships' Minute therein referred to, a salary of 70*l.* a year, as I had recommended: this, however, would appear only to sanction such allowance to the 18 juniors now added; but as no allusion is made to the second class of juniors referred to, who at present are receiving only the very inadequate allowance of 65*l.* a year, and who will be senior to the 18 now to be appointed, I am inclined to hope, as I have already stated, that my recommendation on this point has been accidentally overlooked in the letter, and that, according to the spirit of your Lordships' Minute, I may be authorised to pay the officers in question the additional 10*l.* a year each which I suggested, and which I included in the estimate of the increased expenditure arising from this just and necessary measure.

I request your Lordships' early decision on this subject.

I have, &c.
(signed) *Lowther.*

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Treasury Minute, dated 10th June 1842, on the foregoing Letter.

Write Postmaster-general that it was the intention of my Lords that all the clerks referred to in his former letter, second class juniors as well as probationary, should receive the salary of 70*l.* a year.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 8 June 1843.

Owing to the great increase which has taken place in the money-order transactions of this office, I felt it to be highly desirable that the Accountant-general's check on the daily receipts and payments of the Money-order Office should be as perfect as possible; I therefore directed that officer to report fully upon the subject, submitting any alteration which he might deem an improvement upon the present practice, and I now have the honour to transmit for your information copy of the report made to me, in which he suggests, with a view to render the check more complete, that two of his clerks should be employed at extra hours to examine and cast up the journals, so as to certify and report the accuracy of the balance as relates to the daily money-order transactions of the head and branch offices every night. As this additional check appeared to me very proper, I directed that it should be tried experimentally for one week, and as the result was very satisfactory, I did not hesitate to direct the arrangement to be continued until your Lordships should be consulted upon the subject.

I now beg to submit for your Lordships' consideration the amount of remuneration to be allowed to the two officers employed on the new check, which extra duty occupies them fully four hours a day each; and looking at the amount of the money-order transactions which they have to examine, averaging 20,000*l.* per week, and the importance of maintaining that close check which can only be accomplished by employing experienced and careful officers, I think that an allowance of 50*l.* a year to each (which is somewhat below the rate of extra duty in this office, 10*d.* per hour,) will not be more than a fair remuneration for the additional duty; at which rate I have taken upon myself to authorise their being paid, upon Incidents, until I receive your Lordships' instructions upon the subject.

I have, &c.
(signed) *Lowther.*

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Treasury Minute, of 13th June, on the foregoing Letter.

Give authority accordingly.

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Sir, Accountant-general's Office, 20 February 1843.

With reference to the Accountant-general's check on the daily receipts and payments at the Money-order Office, I beg leave, in pursuance of your orders, to report the present practice, and to submit an alteration, as an experiment, which I trust may meet your view of the subject.

Mr. Barth, the president, has a cash-book, a form of which I beg to enclose, in which he enters the balance of cash remaining after the operations of the previous day. This

Appendix, No. 9.

Money-order Office.

balance must not exceed 300 *l.*, by a regulation of the Lords Commissioners of Her Majesty's Treasury. If, from any unforeseen cause, it should exceed that amount, it becomes my duty to report the circumstance for the information of my Lord the Postmaster-general.

This balance is distributed at the commencement of business amongst the paying clerks, and they are further supplied with cash, from time to time, during the day, by means of orders on the Receiver-general, limited, by Treasury authority, to 200 *l.* each. The order is certified by the Accountant-general as being required for the immediate use of the Money-order Office, previously to the signature of the secretary; after which Mr. Barth, having signed a receipt at the foot of the order, procures the money from the Receiver-general, leaving the order, as a voucher, in the hands of that officer.

The amount of these orders ranges from 2,000 *l.* to 3,000 *l.* in one day; in addition to which, the average money taken for orders issued and received from the branch offices is from 500 *l.* to 600 *l.*

These sums are entered by Mr. Barth in his cash-book, specifying how much is for orders paid, and how much for orders received, and the balance is struck and certified by that gentleman, who brings the book to me early on the day after the transactions. I check the advances by the previous entries in my own books, and the whole amount of receipts and payments by comparing the totals, which are extracted from the money-order journals, by one of my own clerks, with Mr. Barth's book. The entries in these journals, of which there are ten volumes, are made by the respective drawing and paying clerks, and the whole are cast up and balanced by them; after which the casting-up is checked, and the paid entries compared with the orders themselves, by a money-order officer of the evening force, who forms a general balance of the whole, which Mr. Barth tests the following morning, by counting the gold, silver, and bank notes in his cash-box, with which it ought to agree.

With regard to the orders drawn, the advices are written out from the journals after four o'clock, by an officer who had no part in drawing them, and are compared with the journals before they are sent to the postmasters; on these the Accountant-general can, however, have no check; but in the case of fraud on the part of the window-man, it ought to be eventually detected by examining the postmasters' accounts, which are compared with the ledgers, in which the orders drawn are entered from the journals.

With reference to the evening operations, it is evident that to call out each paid order, and to check the whole of the castings, after the close of business at the windows at four o'clock, must take up much time, and in this kind of duty considerable delay is frequently caused from misreading or miscalling a figure, or mistaking a badly formed one for some other, and as accuracy is essential in the settlement of these money transactions, it becomes impossible to close the cash accounts at an early hour, consequently I do not receive the cash-book from Mr. Barth until the morning.

With a view to make the check more complete, and to submit a statement of the balance to the clerk in waiting on the evening of the same day as the orders are paid and received, I propose that two of the clerks from this office shall attend after four o'clock, and take part with the money-order clerks in calling out the paid orders, and examining the casting-up of all the journals, so that no false totals can be fraudulently made.

After a week's practice I shall be better able to report how soon the account can generally be closed, and you will then be pleased to decide whether you can recommend this alteration to the Postmaster-general, and whether a statement shall be made to you on the following morning or on the same evening.

I do not think it at all probable that as 11 or 12 persons are engaged on the journals, any false totals could easily be made so as to deceive my clerk, who at present extracts them; but the above examination would be more complete.

Lieutenant-colonel Maberly,
&c. &c. &c.

I have, &c.
(signed) *C. T. Court*, Acc$^{t}$-Gen$^{l}$.

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Appendix, No. 10.

Mr. Rowland Hill's Minute on Postmaster-general's Report.

## Appendix, No. 10.

### MONEY-ORDER OFFICE.

DRAFT of proposed TREASURY MINUTE, prepared by Mr. *Rowland Hill*, on the Postmaster-General's Report, dated 29 March 1842.

WRITE to the Postmaster-general, that my Lords having carefully considered the full and interesting Report on the Money-order Department which his Lordship has laid before the Board, entirely concur in the importance he attaches to this department of the Post-office, and are much gratified to observe the great and increasing extent to which

MINUTE as corrected and approved of by the Board of Treasury; *see* page 50.

WRITE to the Postmaster-general, that my Lords, having carefully considered the full and interesting Report on the Money-order Department which his Lordship has laid before the Board, entirely concur in the importance he attaches to this department of the Post-office, and are much gratified to observe the great and increasing extent to which

which the public avails itself of the advantages which the system affords. My Lords also agree with the Postmaster-general in the opinion, that the efficiency of the system, and the security of a large portion of the public revenue, alike require that the Money-order establishment in London should be sufficiently strong to discharge its numerous and important duties promptly and efficiently; and their Lordships will not object to make whatever addition to the force the present necessities of the case, or the future increase of business may demand.

Looking, however, to the expectations hitherto entertained that the additions which have been made from time to time to the Money-order establishment would enable the department to clear off its arrears, and reduce the number of extra clerks, and to the fact, as shown by the present Report, that little or no progress has yet been made towards either of these desirable results, my Lords are of opinion that measures of a more decided character should now be adopted, and they recommend the following:

1st. That the whole time of the regular clerks be henceforward given exclusively to the current business of the office; such addition to the force being made as shall render it fully sufficient for the punctual discharge of these duties, and such regulations laid down and enforced as shall secure the department against the accumulation of any fresh arrears.

2d. That whatever extra force may be required for a speedy completion of the old arrears, be immediately directed, under efficient superintendence, exclusively to that duty; and with a view to the accomplishment of this object promptly and economically, my Lords suggest, for the consideration of the Postmaster-general, the expediency, if safe and practicable, of contracting with one or more trustworthy persons for the completion of the whole arrears (or as much as can be brought under such an arrangement) within a given time for a given sum of money.

3d. That any part of the extra force which may not be required for the latter duty, be discharged immediately, and the remainder on the completion of the arrears.

My Lords observe, that of the present extra force, 47 clerks belong to the Inland and Money-order offices, who, in addition to their regular duties, give four hours per day to the money-order business. Such an arrangement my Lords consider highly objectionable, inasmuch as, when continued for any length of time, it must necessarily impair the efficiency of the clerks in the discharge of their regular duties; and for this reason, in addition to those assigned in the present Report, my Lords are desirous that the extra force should be immediately reduced, and as early as practicable discontinued altogether.

In order to enable the Postmaster-general to carry these views into effect, my Lords authorise him to appoint any number of additional clerks, not exceeding 25, which

which the public avails itself of the advantages which the system affords.

My Lords also agree with the Postmaster-general in the opinion, that the efficiency of the system, and the security of a large portion of the public revenue, alike require that the Money-order establishment in London should be sufficiently strong to discharge its numerous and important duties promptly and efficiently.

My Lords regret to observe, from the present Report, that little or no progress has yet been made towards clearing off the arrears of accounts in the Money-order Department, and concur with the Postmaster-general in opinion that measures of a decided character should be adopted for that purpose.

They agree with the president of the Money-order Office, that it would be expedient to make such addition to the force of that office as shall render it sufficient for the punctual discharge of the current duties, and thus secure the department against the accumulation of any fresh arrears. They further approve of the direction of all the extra force which it may be necessary to employ exclusively to the duty of getting up the arrears, under efficient superintendence; and in order to accelerate the completion of this task, my Lords would suggest to the Postmaster-general that the remuneration should be so given as to make a portion of it at least dependent on the progress made in getting rid of the arrears.

In order to enable the Postmaster-general to carry these views into effect, my Lords authorise him to appoint the number of additional clerks which his Lordship has suggested;

Appendix, No. 10.

Mr. Rowland Hill's Minute on Postmaster general's Report.

which the circumstances of the case may require, instead of 18, as proposed; and should this number be insufficient, my Lords will be prepared to consider any application for a still further increase; it being clearly understood, however, that, as proposed by the Postmaster-general, the additional clerks are to be appointed provisionally, subject to reconsideration hereafter.

With reference to the question of salaries, my Lords are of opinion that 60 *l.* a year will suffice for the provisional clerks, and they are not inclined, at present, to make any advance in the salaries of the probationary class; when the Postmaster-general is enabled to report that the arrears of the department are cleared off, my Lords will not object to reconsider the question of salaries (although they can hold out no expectation of increase), and such arrangements as his Lordship may recommend, with a view of affording to the inferior clerks of the Money-order Office a fair prospect of promotion, according to conduct and length of service.

In addition to the increased force already provided, my Lords authorise the Postmaster-general to appoint, also provisionally, a third messenger to the Money-order Office, at a salary of 60 *l.* per annum, with a view of obviating the necessity of employing the present messengers extra hours. In authorising this measure, my Lords desire to call the attention of the Postmaster-general to the letter of the 8th of March 1841, from his predecessor, and to the Minute of the Board thereon; from which it would appear that the salaries of the present messengers were fixed at 60 *l.* per annum, not 65 *l.*, as stated in the present Report.

suggested; and should this number be insufficient to keep down new arrears, my Lords will be prepared to consider any application for a still further increase, it being clearly understood, however, that, as proposed by the Postmaster-general, the additional clerks are to be appointed provisionally.

With reference to the question of salaries, my Lords concur with the Postmaster-general in opinion, that it is advisable to allow to persons in the Post-office such an amount of salary as may, on the one hand, be consistent with economy, and may also, by affording a sufficient remuneration, ensure a faithful discharge of their duties. Acting upon this principle, my Lords do not object to allowing to those clerks who may be placed upon the establishment of the Post-office under this Minute a salary of 70 *l.* a year.

In addition to the increased force already provided, my Lords authorise the Postmaster-general to appoint, provisionally, a third messenger to the Money-order Office, at a salary of 60 *l.* per annum, with a view of obviating the necessity of employing the present messengers extra hours.

N. B.—*The remainder of this proposed Minute was sent by the Chancellor of the Exchequer to the Postmaster-general for consideration.*

Having, as my Lords hope to find, enabled the Postmaster-general, by the preceding arrangements, to provide for a prompt and regular discharge of the duties of the Money-order Office, their Lordships are desirous of drawing his Lordship's attention to the question, as to whether the mode of transacting the money-order business in London and elsewhere does not admit of much simplification. In the great importance of simplicity, where the number of transactions is so enormous, my Lords feel assured that the Postmaster-general will at once concur, and that they may rely on his making every effort to introduce it into the mechanism of the office.

My Lords find, on inquiry, that at present every money-order drawn by one provincial office on another has to be entered, in one document or other, ten times over; my Lords are not prepared to express any decided opinion as to the practicability of reducing the number of entries, but they consider so striking a fact as showing the importance of investigation, and the probability of its leading to great economy.

It appears to my Lords, that the accounts might be greatly simplified if the time allowed for payment of a money-order were restricted within reasonable limits; the penalty for exceeding such limits being not, of course, the loss of the claim, but merely the obligation to take out a second money-order, and to pay the commission over again.

It appears to my Lords that under this arrangement, to which they see no objection, nearly all the money-orders would be paid within the prescribed time; and that even as respects the few left unpaid, the liability of the provincial office might cease, its account with the chief office be absolutely closed to the period in question, and the balance between the two definitely established.

As regards each unpaid order, the claim would revert to the chief office, to be met by the exchange of the old order for a new one, for the same amount less the commission; such new order to be drawn on the same town as before, or any other, as the party may choose.

This arrangement, slightly modified, would, my Lords are of opinion, meet another class of cases, viz. those in which, owing to change of residence, error on the part of the applicant, or other cause, the money-order has been drawn on the wrong office, and a transfer to some other office is required: in this, and indeed in every case in which the issue of a new order becomes necessary, my Lords are of opinion that the commission should be paid a second time; such an arrangement, which may be considered analogous to the charge of a second postage when a letter is re-directed, would tend to prevent error,

and

and would remunerate the office for the additional trouble. At present, my Lords understand that these transfers are the source of much inconvenience to the Money-order Department, and lead to expenses which cannot possibly be compensated by the low rate of commission now charged.

The advantage of an early, frequent, and definite settlement of the account with the provincial office, instead of allowing it to remain open till the end of the quarter, as at present, appears to my Lords, when considered in connexion with the large sums of money which now pass through the hands of the postmasters, to be very important. Under the existing arrangement, although it is the duty of each postmaster to remit the balance in his hands whenever it exceeds a certain moderate amount, my Lords are apprehensive that the temptation to disregard the rule, facilitated as such disregard must be by the frequent delays in the payment of money-orders (owing to the neglect of the holders), from which cause the actual balances in hand are largely increased without there being any certain indication of such increase at the chief office, except on the examination of the quarterly accounts, must occasionally lead to the retention of large balances by the deputy postmasters, and thus expose the revenue to serious risk.

That this danger is not altogether imaginary, appears to my Lords to be shown by the actual state of the money-order accounts on the 5th January last. An examination of Return No 1, in the Papers now before the Board, shows that the amount received for money-orders in England and Wales, during the previous three years, exceeded the amount paid by about 114,000*l.* To the floating balance thus created, there is to be added the advance of 28,000 *l.* from the postage account, and, as would appear from the explanations given in former reports of the increase in the outstanding revenue balances, a further large sum of postage revenue, making in all not less, probably, than 180,000*l.* or 200,000*l.*, which, divided among the money-order offices of England and Wales, would appear to give an average balance in hand of from 250 *l.* to 280 *l.* per office; and even if all consideration of the increased revenue balances be omitted, the average money-order balance would appear to be at least 200 *l.* per office. The magnitude of this sum leads my Lords to hope that there may be some error in the calculation. Perhaps in Scotland and Ireland the money-order payments by the Post-office may exceed the receipts, or perhaps there may be a large balance to the credit of the department in the Bank of England; but if the latter be the case, then the non-payment of the debt due to the revenue account appears to require explanation.

If, however, the average money-order balance in the hands of the postmasters is really so large, or anything like so large as it appears to be, my Lords cannot but think that the state of things is exceedingly objectionable, and such as to require the immediate attention of the Postmaster-general.

Before my Lords possessed information as to the actual excess of money-order receipts above payments, the probability of such excess led their Lordships, in their letter of to direct the Postmaster-general's attention to the subject; and they have since been favoured with his Lordship's reply, to the effect that each postmaster has been instructed to remit to the chief office whenever his balance in hand exceeds 10*l.* Such an order, if punctually observed, would of course afford ample protection against the danger anticipated; but my Lords cannot but entertain serious apprehensions, that with the present system of accounts, its enforcement must in many instances prove impracticable.

With a view still further to the simplification of the accounts, and the more effectual control of the balances in hand, it has occurred to my Lords to consider whether any serious inconvenience would result to the public, if a money-order were not payable till a sufficient time after its date to admit of the letter of advice from the drawing to the paying office to pass through the chief office. The time allowed in each case might be that actually required, (to be ascertained by obvious means, and entered in the money-order) or it might be of invariable amount, say three days; the first arrangement would, of course, be most convenient to the public, the second to the Post-office. Whenever the metropolis was either the drawing or the paying office, such limitation would obviously be unnecessary, and some modification of the arrangement would be required when the drawing and paying offices were in different divisions of the kingdom.

This latter limitation, combined with the one previously suggested, would, as appears to my Lords, lead to great simplicity in the money-order accounts; reducing the number of entries probably from ten to five, and superseding the necessity for the quarterly accounts altogether. Their Lordships are also of opinion that it would materially assist in effecting the still more important object of regulating the balances. My Lords are however less confident of the expediency of the latter than of the former limitation, though they imagine that the instances in which it would cause inconvenience to the public would not be very numerous; and that these might perhaps be provided for by authorising the issue of a money-order payable on sight, provided a double commission was paid for the privilege.

In conclusion, my Lords desire that the Postmaster-general will take the several suggestions contained in this Minute into careful consideration, and report on each at his earliest convenience. If the Postmaster-general should concur in the principles herein developed, my Lords will be happy to consider with him the details of the measures necessary for giving them effect; and they hope to find that the money-order system may be so modified, as that without impairing its general utility, the cost of management may be considerably reduced. My Lords do not consider it necessary on the present occasion to enter on the question of whether or not the money-order system defrays its own expenses; because, in either case, they consider it necessary, that while the force employed should be

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Mr. Rowland Hill's Minute on Postmaster-general's Report.

be sufficient for the proper discharge of its duties, every possible care should be taken to economize the expenditure. Their Lordships, however, are led to remark, that in the estimate now before the Board, there is no charge, either for rent, or for a share of the general management, though, owing to the magnitude and importance of the business, it must necessarily require much attention; or, in fine, for interest of the large capital which is advanced, directly or indirectly, from the postage revenue. My Lords also think that, looking to the frequency of applications for advance in the salaries of the postmasters on account of the money-order business; also to the great additional responsibility which, as shown by the present Report, it has thrown on these officers, and moreover to the large allowances which it has been considered necessary to make to certain of the London receivers, for the discharge of similar duties; looking to these circumstances, my Lords cannot but think that the Postmaster-general will, on reconsideration, be of opinion that the estimated share of the salaries of the postmasters is very much too little.

## Appendix, No. 11.

### EXCESSIVE PAYMENTS FOR RAILWAY MAILS.

York and North Midland and Birmingham and Gloucester Railways.

Appendix, No. 11.

Excessive Payments for Railway Mails.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

With reference to Sir George Clerk's letter dated 22d January last, on the subject of the payment to be made for the conveyance of the mails on the York and North Midland and Birmingham and Gloucester Railways, I beg to enclose for your information copy of a report from Mr. Stow, the superintendent of mails, and also copies of the letters enclosed therein from Mr. King, the secretary to the Gloucester and Birmingham Railway, explaining the apparent discrepancy in regard to the distance the mails are carried over these railways.

With respect to the further information required in your letter as to the utility of the mail trains which are employed between Gloucester and Birmingham, I beg to state, that the earliest train from Birmingham and the latest train from Gloucester (viz. those at 12h. 44m. a.m. from Birmingham, and at 9 p.m. from Gloucester), provide for the communication of Edinburgh, Glasgow, Manchester, and Liverpool, &c., with South Wales both ways; and that the letters to and from the places which circulate by the London mails to South Wales, must either be delayed 24 hours at Gloucester, or the London correspondence to and from Wales must be detained there a considerable time, if these trains were not dispatched at the times fixed for them under the present arrangement, which was most carefully considered in all its details before it received the sanction of the late Postmaster-general; and that with regard to the two intermediate trains, viz. those at 3h. 10m. a.m. from Birmingham, and 7h. 15m. p.m. from Gloucester, they form the connecting link in the post communication between the packet port of Falmouth and all that portion of Great Britain which lies north of Birmingham, as well as with the greater part of Ireland.

I am not therefore prepared to recommend any alteration of the present arrangement affecting the interests of so large a portion of the general correspondence of the country, and which was not adopted, as I have before stated, until it had been most maturely considered by the secretary and superintendent of mail-coaches in London, and unanimously approved by the district surveyors, to whom it was submitted previously to its adoption, and who from their local knowledge and experience were well able to form a correct opinion on the subject.

I enclose, in compliance with your Lordships' wishes, a statement of the weight of the mail-bags conveyed by these trains between Birmingham and Gloucester.

I have, &c.

General Post-office, 28 February 1842. (signed) *Lowther.*

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Sir, General Post-office, 4 February 1842.

I beg to return the enclosed copy of a letter from the Treasury, which has been referred to me for my report, as to the discrepancies which appear in the statements that have been furnished to the Treasury, with regard to the distance the mails have been conveyed over the Birmingham and Gloucester and Leeds and Selby Railways.

With respect to the distance travelled by the mail trains on the Birmingham and Gloucester line, I cannot I think do better than refer to two letters from Mr. King, the secretary to that company, dated the 29th ultimo and 2d instant, herewith forwarded,

the

the former stating the actual distance from the station at Gloucester to that at Camp Hill, which was used previous to 17th August 1841, and from Gloucester to the London and Birmingham station, which has been travelled subsequent to that date. These distances, it will be seen, vary in a trifling degree from those charged in the account rendered by the company; it will be seen, however, by Mr. King's letter, that until I wrote to him in December for precise information upon the subject, no accurate admeasurement of the line had been made. It will not therefore I trust be a matter of surprise, that in the absence of precise information upon this point, the time-bills should be inaccurate, as the only mode I had of obtaining the necessary information to enable me to frame them was by referring to the officers of the company for it. The bills were framed by me upon the best information I was enabled to procure, and I had no reason to believe them otherwise than correct, until the enclosed report rendered further inquiry necessary.

Mr. King's second letter expresses the regret of the directors that any error should have arisen, and states that he has received instructions to give the Post-office credit for the overcharge in the next account.

With regard to the discrepancy referred to between the notice served upon the Leeds and Selby Company and the Report made to the Treasury, the case is simply this: the distance direct from Leeds to Selby is 20 miles; when this service commenced, it was imagined that the Leeds and Selby Railway formed a junction at Sherborne with the York and North Midland, where a transfer of the bags from one line to the other could be made; it turned out however that such was not the case; the Leeds and Selby line, passing over the York and North Midland, rendered the transfer impracticable, the bags were therefore dropped at Sherborne, and conveyed by a special engine to Selby, from 24th August to 9th November 1840, for which a special allowance was awarded. On the 9th November the York and North Midland directors became the lessees of the Leeds and Selby direct line, which they immediately closed for passenger traffic, and from that day goods and coal only have been conveyed by it; they then ran the Selby trains over their own line, a distance, as Mr. Hudson states in the enclosed letter, of 25 miles, at which rate they have been paid.

With regard to the two trains running between Birmingham and Gloucester, and to the suggestion to discontinue the first of the two dispatches each way, I would observe that such a course would in my opinion be attended with very serious injury and inconvenience, inasmuch as the effect of discontinuing the first train from Birmingham would be, either to delay the whole of the London, &c. correspondence for the Aberystwith, Carmarthen, and Pembroke lines two hours and 26 minutes, or to deprive those lines altogether of a post from the north, and also to deprive Bristol of a simultaneous delivery of its London and north letters. On the return the effect of the discontinuance of this train would be to preclude all sorting at Birmingham, as the second train would only arrive in time to transfer the London bags from Worcester, Bromsgrove, &c. to the up London train; the great bulk of letters for the north, for Yorkshire, &c., and for towns intermediate of Birmingham and London, would reach Birmingham at the time all the force at that office would be employed in sorting the Holyhead and other mails, and I apprehend it would be found impracticable to forward the correspondence brought by it to Birmingham.

I am, &c.

Lieutenant-colonel Maberly, &c. &c. &c.

(signed) *George Stow.*

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Birmingham and Gloucester Railway,
Birmingham, 28 January 1842.

Sir,

In reply to your letter of the 27th instant, I have to inform you, that the exact length of this company's line from Camp Hill station to Gloucester (the distance the trains travelled previously to the 17th August last) is 51 miles, 4 chains, 81 links, or $51\frac{1}{16}$ miles; that the distance from the London and Birmingham station to Gloucester (which is that they have travelled since that date) is 52 miles, 71 chains, 92 links, or $52\frac{7}{8}$ miles. It was in consequence of the request from you, on the 1st December last, that the table transmitted with my letter of the 10th December was made out. Previously to that, no accurate measurement of the whole line had been made.

I am, &c.

Geo. Stow, Esq.

(signed) *George King.*

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Birmingham and Gloucester Railway,
Birmingham, 2 February 1842.

Sir,

I yesterday laid your letter of the 27th January before the committee of the directors, and also explained to them the actual length of the line of railway, and the length upon which the charge made to the Post-office had been calculated; and I am directed by them to revise the same by calculating the charge on $51\frac{1}{4}$ miles during the time the trains

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Excessive Payments for Railway Mails.

trains were running to and from Camp Hill, and on 53 miles since the company have used the London and Birmingham station, and to give the Post-office credit for the difference of charge in the settlement of the next account. This I shall have great pleasure in doing, and much regret the mistake made.

I am, &c.

Geo. Stow, Esq. (signed) *George King.*

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Sir, York, 29 January 1842.

In answer to your letter of the 27th instant, the distance from Leeds to Selby by the old route is 20 miles, by the new route 25 miles. Upon reference to your resolution, you must be fully aware of the reason why we abandoned the Leeds and Selby line. Were we to take the letters by the old route no exchange could take place from the south mails to the east mails. I suppose this answer will be sufficient for your purpose; the other reasons are expediency and convenience.

I wish you would apply for the authority of the Postmaster-general to alter the time of the train leaving Leeds at 1 h. 4 m. p.m. to 1 h. 15 m., as it is perfectly useless leaving sooner, and by that means keeping the passengers waiting at Castleford.

I am, &c.
(signed) *Geo. Hudson.*

| DATE. | From what Place. | To what Place. | Weight of Mail Bags. | By what Train Conveyed. | Average Weight of Bags Conveyed by each Train for Four Days following. |
|---|---|---|---|---|---|
| | | | *Lbs.* | H. M. | *Lbs.* |
| February 8 | Gloucester | Birmingham | 222 | | |
| — 9 | ditto | ditto | 270 | 7 15 p.m. | 242 per day. |
| — 10 | ditto | ditto | 241 | | |
| — 11 | ditto | ditto | 235 | | |
| — 8 | ditto | ditto | 230 | | |
| — 9 | ditto | ditto | 275 | 9 0 p.m. | 251 per day. |
| — 10 | ditto | ditto | 210 | | |
| — 11 | ditto | ditto | 290 | | |
| — 9 | Birmingham | Gloucester | 337 | | |
| — 10 | ditto | ditto | 460 | 12 44 a.m. | 522 per day. |
| — 11 | ditto | ditto | 359 | | |
| — 12 | ditto | ditto | 762 | | |
| — 9 | ditto | ditto | 279 | | |
| — 10 | ditto | ditto | 305 | 3..10 a.m. | 265 per day. |
| — 11 | ditto | ditto | 280 | | |
| — 12 | ditto | ditto | 198 | | |

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(26662/41.)

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-Office, 28 Dec. 1841.

Having proceeded to arbitration to determine the price to be paid by the Post-office for the conveyance of the mails on the York and North Midland Railway, in accordance with the regulations of the Act of Parliament, I have now the honour to submit copy of the award given by Lieutenant Harness and Mr. Robert Stephenson, the former having been appointed the arbitrator on the part of the Post-office, and the latter the arbitrator on the part of the company; by which it is decided that the Post-office is to pay 2 *s.* 6 *d.* per double mile per day, or 45 *l.* 12 *s.* 6 *d.* per double mile per annum, for the night train between Leeds and Selby; and 1 *s.* per double mile per day, or 18 *l.* 5 *s.* per double mile per annum, for the day train between Leeds and Selby; and 1 *s.* 4 *d.* per double mile per day, or 24 *l.* 6 *s.* 8 *d.* per double mile per annum, for the train between York and Normanton. This award is consequently at the rate of 1 *s.* 7 $\frac{1}{3}$ *d.* per double mile per day, or 29 *l.* 8 *s.* 0 $\frac{2}{3}$ *d.* per double mile per annum, for the entire service of 75 double miles per day; and in obedience to your Lordships' directions, I beg to enclose, for your information, copies of the notices which have been served upon the company.

I have, &c.
(signed) *Lowther.*

4.

York, 23 November 1841.

HAVING been appointed arbitrators by Her Majesty's Postmaster-general and the York and North Midland Railway Company, to determine the prices to be paid to the said company for the conveyance of the mails, in compliance with the several under-mentioned notices from the Postmaster-general, we have given our best attention to the subject, and decide that payment shall be made as follows:

Under Notice dated 31st December 1840.

| | | |
|---|---|---|
| For the train leaving | Leeds at 7 h. a.m. | 2*s.* per mile. |
| Ditto - ditto - | Selby, at 6 h. 14 m. p.m. | 6*d.* — |

Under Notice dated 12th February 1841.

| | | |
|---|---|---|
| For the train leaving | Leeds at 6 h. 11 m. a.m. | 2*s.* per mile. |
| Ditto - ditto | Selby at 6 h. 29 m. p.m. | 6*d.* — |

Under Notice dated 27th April 1841.

| | | |
|---|---|---|
| For the train leaving | Normanton at 2 h. 5 m. p.m. | 6*d.* per mile. |
| Ditto - ditto | York, at 9 h. 30 m. a.m. | 10*d.* — |
| Ditto - ditto - | Leeds, at 1 h. 35 m. p.m. | 6*d.* — |
| Ditto - ditto - | Selby, at 9 h. 38 m. a.m. | 6*d.* — |

(signed) *Robt. Stephenson.*
*H. D. Harness*, Lieut. Royal Engineers.

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TO THE YORK AND NORTH MIDLAND RAILWAY COMPANY, LESSEES OR TENANTS OF THE LEEDS AND SELBY RAILWAY.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned Thomas William, Earl of Lichfield, Her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post-letter bags shall, from and after the 6th day of April next, be conveyed and forwarded by you on the railway between Leeds and Selby, either by the ordinary trains of carriages, or by special trains, as need may be, from Leeds to Selby and from Selby to Leeds respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times and duration of stoppages, and times of arrival as are mentioned and set forth in time-bill hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned. And I also require you, from and after the said 6th day of April next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in the train which will leave the Leeds station at 6 h. 11 m. a. m. for Selby, and also in the train which will leave the Selby station at 6 h. 29 m. p. m. for Leeds, for depositing therein the mails and post-letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I require and direct you to receive, take up, carry, and convey in such carriages respectively, all such mails and post-letter bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post-letter bags, guards and officers, at such places on the line of the said railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said 6th day of April next, at your own costs to provide and furnish sufficient carriages and engines for the conveyance of the mails and post-letter bags in manner hereinbefore directed, to the satisfaction of the Postmaster-general. And I further give you notice, that the services required of you by a certain notice under my hand bearing date the 31st day of December last, shall cease and determine on and from the said 6th day of April next, and that from thenceforth the services required by this notice shall be substituted for them.

General Post-office,
12 Feb. 1841.

(signed) *Lichfield.*

Appendix, No. 11.

Excessive Payments for Railway Mails.

LEEDS AND SELBY RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time Allowed. H. | Time Allowed. M. | | H. M. |
|---|---|---|---|---|---|
| 13 | 0 | 0 | 36 | To be despatched from the railway station, Leeds, at | 6 11 a.m. |
| — | | 0 | 4 | To arrive at Milford - - - - - - at | 6 47 — |
| 6 | 4 | 0 | 16 | Four minutes allowed. | |
| 19 | 4 | 0 | 56 | To arrive at the railway station, Selby - - at | 7 7 — |
| | | | | RETURN. | |
| | | | | To be despatched from the railway station, Selby, at | 6 29 p.m. |
| 6 | 4 | 0 | 16 | To arrive at Milford - - - - - - at | 6 45 — |
| — | | 0 | 4 | Four minutes allowed. | |
| 13 | 0 | 0 | 36 | To arrive at the railway station, Leeds - - at | 7 25 — |
| 19 | 4 | 0 | 56 | | |

(signed) *Lichfield.*

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TO THE YORK AND NORTH MIDLAND RAILWAY COMPANY.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned Thomas William, Earl of Lichfield, Her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post-letter bags shall, from and after the 6th day of April next, be conveyed and forwarded by you on your railway either by the ordinary trains of carriages or by special trains, as need may be, from Altofts to York and from York to Altofts respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times and duration of stoppages, and times of arrival as are mentioned and set forth in the time-bill hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned. And I also require you, from and after the said 6th day of April next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class railway carriage in the train which will leave the Altofts station at 5 h. 40 m. a. m. for York, and also in the train which will leave the York station at 6 h. 19 m. p. m. for Altofts, for depositing therein the mails and post-letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I require and direct you to receive, take up, carry, and convey in such carriages respectively, all such mails and post-letter bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post-letter bags, guards, and officers, at such places on the line of your railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said 6th day of April next, at your own costs to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post-letter bags, in manner hereinbefore directed, to the satisfaction of the Postmaster-general. And I give you further notice, that the services required of you by a certain notice under my hand bearing date the 23d day of July 1840, shall cease and determine on and from the said 6th day of April next, and that from thenceforth the services required by this notice shall be substituted for them.

(signed) *Lichfield.*

General Post-office, 12 February 1841.

*York and North Midland Night Mail.*

ALTOFTS AND YORK RAILWAY TIME-BILL.

| Distance. M. F. | Time Allowed. H. M. | | H. M. |
|---|---|---|---|
| | | To be despatched from the railway station, Altofts - - - - - - - - at | 5 40 a.m. |
| 10 0 | 0 30 | To arrive at Sherburn - - - - - - at | 6 10 — |
| 13 4 | 0 30 | To arrive at the railway station, York - - at | 6 40 — |
| 23 4 | 1 0 | | |
| | | RETURN. | |
| | | To be despatched from the railway station, York, at | 6 19 p.m. |
| 13 4 | 0 30 | To arrive at Sherburn - - - - - - at | 6 49 — |
| 10 0 | 0 30 | To arrive at the railway station, Altofts - - at | 7 19 — |
| 23 4 | 1 0 | | |

(signed) *Lichfield.*

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TO THE YORK AND NORTH MIDLAND RAILWAY COMPANY.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned Thomas William, Earl of Lichfield, Her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post-letter bags shall, from and after the 31st day of May next, be conveyed and forwarded by you on your railway, either by the ordinary trains of carriages or by special trains, as need may be, from Normanton to York and from York to Normanton respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times and duration of stoppages, and times of arrival as are mentioned and set forth in the time-bill hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned. And I also require you, from and after the said 31st day of May next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in the train which will leave the Normanton station at 2 h. 5 m. p. m. for York, and also in the train which will leave the York station at 9 h. 30 m. a. m. for Normanton, for depositing therein the mails and post-letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office, as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I require and direct you to receive, take up, carry, and convey in such carriages respectively, all such mails and post-letter bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post-letter bags, guards, and officers, at such places on the line of your railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said 31st day of May next, at your own costs to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post-letter bags, in manner hereinbefore directed, to the satisfaction of the Postmaster-general.

General Post-office, 27 April 1841. (signed) *Lichfield.*

Appendix, No. 11.

Excessive Payments for Railway Mails.

*Day Mail.*

NORMANTON AND YORK RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time Allowed. H. | Time Allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be despatched from the railway station, Normanton - - - - - - - - at | 2 | 5 | p. m |
| 4 | 0 | 0 | 10 | To arrive at Castleford - - - - - - at | 2 | 15 | — |
| 19 | 4 | 0 | 50 | To arrive at the railway station, York - - at | 3 | 5 | — |
| 23 | 4 | 1 | — | | | | |
| | | | | RETURN. | | | |
| | | | | To be despatched from the railway station, York, at | 9 | 30 | a. m. |
| 19 | 4 | 0 | 50 | To arrive at Castleford - - - - - - at | 10 | 20 | — |
| 4 | 0 | 0 | 10 | To arrive at the railway station, Normanton - at | 10 | 30 | — |
| 23 | 4 | 1 | 0 | | | | |

(signed) *Lichfield.*

TO THE YORK AND NORTH MIDLAND RAILWAY COMPANY, LESSEES OR TENANTS OF THE LEEDS AND SELBY RAILWAY.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned Thomas William, Earl of Lichfield, her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post-letter bags shall, from and after the thirty-first day of May next, be conveyed and forwarded by you on the railway between Leeds and Selby, either by the ordinary trains of carriages or by special trains, as need may be, from Leeds to Selby and from Selby to Leeds respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times, and duration of stoppages, and times of arrival, as are mentioned and set forth in the time-bill hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned. And I also require you, from and after the said thirty-first day of May next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in the train which will leave the Leeds station at 1 h. 35 m. p. m. for Selby, and also in the train which will leave the Selby station at 9 h. 38 m. a. m. for Leeds, for depositing therein the mails and post-letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office, as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I require and direct you to receive, take up, carry, and convey in such carriages respectively, all such mails and post-letter bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post-letter bags, guards, and officers, at such places on the line of the said railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said thirty-first day of May next, at your own costs to provide and furnish sufficient carriages and engines for the conveyance of the mails and post-letter bags in manner hereinbefore directed, to the satisfaction of the Postmaster-general.

(signed) *Lichfield.*

General Post-office, 27 April 1841.

*Day Mail.*

LEEDS AND SELBY RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time Allowed. H. | Time Allowed. M. | | H. M. |
|---|---|---|---|---|---|
| | | | | To be despatched from the railway station, Leeds, at | 1 35 p.m. |
| 10 | 0 | 0 | 25 | To arrive at Castleford - - - - - - at | 2 0 — |
| — | | 0 | 20 | Twenty minutes allowed (off at 2 h. 20 m.) | |
| 13 | 6 | 0 | 27 | To arrive at the railway station, Selby - - at | 2 47 p.m. |
| 23 | 6 | 1 | 12 | | |
| | | | | RETURN. | |
| | | | | To be despatched from the railway station, Selby, at | 9 38 a.m. |
| 13 | 6 | 0 | 27 | To arrive at Castleford - - - - - - at | 10 5 — |
| — | | 0 | 20 | Twenty minutes allowed. | |
| 10 | 0 | 0 | 25 | To arrive at the railway station, Leeds - - at | 10 50 a.m. |
| 23 | 6 | 1 | 12 | | |

(signed) *Lichfield.*

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(26663/41.)

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 28 December 1841.

HAVING proceeded to arbitration to determine the price to be paid by the Post-office for the conveyance of the mails on the Birmingham and Gloucester Railway, in accordance with the regulations of the Act of Parliament, I have now the honour to submit copy of the award given by Sir E. Eardley Wilmot, who was chosen umpire by Lieutenant Harness and Mr. Ellis, the former having been appointed the arbitrator on the part of the Post-office, and the latter the arbitrator on the part of the company; by which it is decided that 5*s.* 3*d.* per double mile per day is the sum to be paid by the Post-office, and consequently, as the distance travelled over by the mails in one day is 107 double miles, this charge is at the rate of 95*l.* 16*s.* 3*d.* per double mile per annum: your Lordships will perceive, however, that should the company open their line at night for other trains besides the mail trains, the price for the conveyance of the mails will be reduced from 5*s.* 3*d.* to 3*s.* 7*d.* the double mile per day, or 65*l.* 7*s.* 11*d.* per double mile per annum; and, in compliance with your Lordships' directions, I enclose for your information copy of the notices which have been served upon the company.

I have, &c.
(signed) *Lowther.*

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The Postmaster-general and Birmingham and Gloucester Railway Company.

HAVING carefully examined the various letters, papers, calculations, and estimates laid before me on the part of the Post-office and of the Birmingham and Gloucester Railway Company respectively, I make the following award:

That for every mile which the said Birmingham and Gloucester Railway Company do convey the mails, either now and when the mails are conveyed to the London and Birmingham station, the Post-office do pay to the Gloucester and Birmingham Railway Company the sum of 2*s.* 7½*d.*; and that when the line opens at night for other trains besides the mail trains, the Post-office do pay the sum of 1*s.* 9½*d.* per mile, instead of 2*s.* 7½*d.*

London, 5 November 1841. (signed) *E. Eardley Wilmot.*

Appendix, No. 11.

Excessive Payments for Railway Mails.

To the Birmingham and Gloucester Railway Company.

Take notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned Thomas William, Earl of Lichfield, Her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post-letter bags shall, from and after the fifth day of February next, be conveyed and forwarded by you on your railway, either by the ordinary trains of carriages or by special trains, as need may be, from Birmingham to Gloucester and from Gloucester to Birmingham respectively, by two several dispatches each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times and duration of stoppages, and times of arrival, as are mentioned and set forth in the time-bills hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned. And I also require you, from and after the said fifth day of February next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class railway carriage, in the trains which will leave the Birmingham station at 12 h. 44 m. a. m., and 3 h. 10 m. a. m. respectively for Gloucester, and also in the trains which will leave the Gloucester station at 7 h. 15 m. p. m., and 9 h. 0 m. p. m. respectively for Birmingham, for depositing therein the mails and post-letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office, as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I require and direct you to receive, take up, carry, and convey in such carriages respectively, all such mails and post-letter bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post-letter bags, guards, and officers, at such places on the line of your railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said fifth day of February next, at your own costs to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post-letter bags in manner hereinbefore directed, to the satisfaction of the Postmaster-general. And I give you further notice, that in respect of the services aforesaid, I shall require you to give security by bond to Her Majesty, her heirs and successors, conditioned to be void as in the said Act mentioned and provided.

General Post-office, 31 December 1840. (signed) *Lichfield.*

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*Bristol Mail.*

Birmingham and Gloucester Railway Time-Bill.

| Distance. | | Time Allowed. | | | |
|---|---|---|---|---|---|
| M. | F. | H. | M. | | H. M. |
| | | | | To be despatched from the railway station, Birmingham - - - - - - - - - at | 12 44 a.m |
| 7 | 0 | 0 | 15 | To arrive at Cofton - - - - - at | 12 59 — |
| 5 | 2 | 0 | 20 | To arrive at Bromsgrove - - - - at | 1 19 — |
| 4 | 6 | 0 | 14 | To arrive at Droitwich - - - - - at | 1 33 — |
| 6 | 0 | 0 | 18 | To arrive at Spetchley - - - - - at | 1 51 — |
| 13 | 2 | 0 | 37 | To arrive at Ashchurch - - - - - at | 2 28 — |
| 7 | 2 | 0 | 18 | To arrive at Cheltenham - - - - at | 2 46 — |
| 7 | 0 | 0 | 18 | To arrive at the railway station, Gloucester - at | 3 4 — |
| 50 | 4 | 2 | 20 | | |
| | | | | Return. | |
| | | | | To be despatched from the railway station, Gloucester - - - - - - - - - at | 7 15 p.m. |
| 7 | 0 | 0 | 20 | To arrive at Cheltenham - - - - at | 7 35 — |
| 7 | 2 | 0 | 16 | To arrive at Ashchurch - - - - - at | 7 51 — |
| 13 | 2 | 0 | 40 | To arrive at Spetchley - - - - - at | 8 31 — |
| 6 | 0 | 0 | 17 | To arrive at Droitwich - - - - - at | 8 48 — |
| 4 | 6 | 0 | 16 | To arrive at Bromsgrove - - - - at | 9 4 — |
| 5 | 2 | 0 | 21 | To arrive at Cofton - - - - - at | 9 25 — |
| 7 | 0 | 0 | 15 | To arrive at the railway station, Birmingham - at | 9 40 — |
| 50 | 4 | 2 | 25 | | |

(signed) *Lichfield.*

*Bath Mail.*

BIRMINGHAM AND GLOUCESTER RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time Allowed. H. | Time Allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be despatched from the railway station, Birmingham - - - - - - - - - at | 3 | 10 | a.m. |
| 7 | 0 | 0 | 15 | To arrive at Cofton - - - - - - at | 3 | 25 | — |
| 5 | 2 | 0 | 20 | To arrive at Bromsgrove - - - - - at | 3 | 45 | — |
| 4 | 6 | 0 | 14 | To arrive at Droitwich - - - - - at | 3 | 59 | — |
| 6 | 0 | 0 | 18 | To arrive at Spetchley - - - - - at | 4 | 17 | — |
| 13 | 2 | 0 | 37 | To arrive at Ashchurch - - - - - at | 4 | 54 | — |
| 7 | 2 | 0 | 18 | To arrive at Cheltenham - - - - at | 5 | 12 | — |
| 7 | 0 | 0 | 18 | To arrive at the railway station, Gloucester - at | 5 | 30 | — |
| 50 | 4 | 2 | 20 | | | | |
| | | | | RETURN. | | | |
| | | | | To be despatched from the railway station, Gloucester - - - - - - - - at | 9 | 0 | p.m. |
| 7 | 0 | 0 | 20 | To arrive at Cheltenham - - - - at | 9 | 20 | — |
| 7 | 2 | 0 | 16 | To arrive at Ashchurch - - - - - at | 9 | 36 | — |
| 13 | 2 | 0 | 40 | To arrive at Spetchley - - - - - at | 10 | 16 | — |
| 6 | 0 | 0 | 17 | To arrive at Droitwich - - - - - at | 10 | 33 | — |
| 4 | 6 | 0 | 16 | To arrive at Bromsgrove - - - - - at | 10 | 49 | — |
| 5 | 2 | 0 | 21 | To arrive at Cofton - - - - - at | 11 | 10 | — |
| 7 | 0 | 0 | 15 | To arrive at the railway station, Birmingham - at | 11 | 25 | — |
| 50 | 4 | 2 | 25 | | | | |

(signed) *Lichfield.*

TREASURY MINUTE, dated 8 April 1842, on Report of the Postmaster-general of the 28th February (*see* p. 60).

(4444.)

WRITE to the Postmaster-general, and, referring to the Report now before the Board, request he will lay before my Lords, with as little delay as possible, the following documents:

1. An official statement, by the York and North Midland Railway Company, of the exact length of their two lines of railway; viz. that between York and Normanton, and that now used for carrying the mails between Selby and Leeds.

2. A copy of any correspondence, with which my Lords have not yet been supplied, which may have taken place between the Post-office and the company, with reference to the length of either of the above lines.

3. Copies of the time-bills, as they stood on the 28th December last, of all mails then running on such lines.

4. A statement of the distance run, according to which any payments of mileage may have been made to the above company, and of the annual rate of such payments.

5. A copy of the correspondence referred to by Mr. Stow as having taken place in December last between the Post-office and the Birmingham and Gloucester Railway Company, with reference to the length of their line; together with a copy of any other correspondence on the same subject, with which my Lords have not yet been supplied.

6. Copies of the time-bills, as they stood on the 28th December last, of all mails then running on such line.

7. A statement of the distance run, according to which any payments of mileage may have been made to the Birmingham and Gloucester Company for the conveyance of mails prior to the 17th of August 1841, and the annual rate of such payments.

8. A statement of the average daily number of those letters which, having been brought to Gloucester by the first of the two mail-trains from Birmingham, are despatched by the South Wales mails before the arrival of the second mail-train: such average daily number of letters to be stated as regards each of the South Wales mails separately; and the hour at which each of such mails leaves Gloucester to be added.

9. A statement of the average daily number of those letters which, having been brought to Birmingham by the first of the above trains, are assorted there, and are then despatched, the same night, by other mails; such average daily number of letters to be stated as regards each mail separately; and the hour of its despatch to be added.

Appendix, No. 11.

Excessive Payments for Railway Mails.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 17 June 1842.

In obedience to the directions contained in your Lordships' letter of the 13th April, I beg to enclose for your information copy of correspondence relating to the length of the Birmingham and Gloucester Railway, and to state, that I have not yet been able to obtain the required information from Mr. Hudson, the chairman of the York and North Midland Railway; but as soon as I receive his answer I will send it to your Lordships.

I enclose also copies of the time-bills which regulated the mail trains of the Birmingham and Gloucester and York and North Midland Railways on the 28th December 1841, together with statements containing the information required in the other parts of your Lordships' letter, and also two returns, in columns, in answer to the various questions to which your letter of the 9th April last adverts.

I have, &c.
(signed) *Lowther.*

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Schedule of Documents accompanying this Letter, in return to the Order of the Treasury, bearing date 13 April 1842.

No. 1. "An official statement by the York and North Midland Railway Company of the exact length of their two lines of railway, viz. that between York and Normanton, and that now used for carrying the mails between Selby and Leeds."

No. 2. "A copy of any correspondence (with which the Treasury have not yet been supplied) which has taken place between the Post-office and the York and North Midland Railway Company, with reference to the length of either of the above lines."

No. 3. "Copies of the time-bills, as they stood on the 28th December last, of all the mails then running on such lines."

No. 4. "A statement of the distance run, according to which any payments of mileage may have been made to the above company, and of the annual rate of such payments."

No. 5. "A copy of the correspondence referred to by Mr. Stow as having taken place in December last between the Post-office and the Birmingham and Gloucester Railway Company, with reference to the length of their line; together with a copy of any other correspondence on the same subject, with which the Treasury have not yet been supplied."

No. 6. "Copies of the time-bills, as they stood on the 28th December last, of all mails then running on such line."

No. 7. "A statement of the distance run, according to which any payments of mileage may have been made to the Birmingham and Gloucester Railway Company for the conveyance of mails prior to 17th August 1841, and the annual rate of such payments."

No. 8. "A statement of the average daily number of those letters, which, having been brought to Gloucester by the first of the two mail trains from Birmingham, are despatched by the South Wales mails before the arrival of the second mail train; such average daily number of letters to be stated as regards each of the South Wales mails separately, and the hour at which each of such mails leaves Gloucester added."

No. 9. "A statement of the average daily number of those letters which, having been brought to Birmingham by the first of the above trains, are assorted there, and are then despatched the same night by other mails; such average daily number of letters stated as regards each mail separately, and the hour of its despatch from Birmingham added."

No. 10. "Tabular statement, giving the information required by the Treasury letter, bearing date 9th April 1842, in regard to the conveyance of the mails on the Birmingham and Gloucester Railway."

No. 11. "Tabular statement, giving the information required by the Treasury letter, bearing date 9th April 1842, in regard to the conveyance of the mails on the York and North Midland Railway."

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(No. 1.)

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 18 August 1842.

With reference to your Lordships' letter of the 13th April last, I beg now to enclose for the information of your Lordships, copy of an official statement of the exact length of the two lines of railway belonging to the York and North Midland Railway Company.

I have, &c.
(signed) *Lowther.*

YORK AND NORTH MIDLAND RAILWAY.

I HEREBY certify that I have measured the distance per railway from the Leeds and Selby station at Selby to the North Midland station at Leeds, and find the distance as under:

| | Miles. | Chains. | Links. |
|---|---|---|---|
| From Selby to the junction with the York and North Midland Railway | 6 | 38 | 40 |
| From the junction at Milford to the junction of the North Midland at Methley | 9 | 41 | 60 |
| From Methley to Leeds | 7 | 41 | 67 |
| Total length | 23 | 41 | 67 |

Or 23 miles and a half, one chain, and 67 links.

York, 8 July 1842. (signed) *William Outhett*, Assistant Engineer.

YORK AND NORTH MIDLAND RAILWAY.

I HEREBY certify that I have measured the distance per railway from the York and North Midland Railway station at York to the North Midland station at Normanton, and find the distance as under:

From York to Normanton, 24 ½ miles and one chain.

9 August 1842. (signed) *William Outhett*, Assistant Engineer.

(No. 2.)

CORRESPONDENCE between Mr. *Stow* and Mr. *Hudson*, the Chairman of the York and North Midland Railway Company, relative to the length of the Lines belonging to that Company, used for the conveyance of the Mails.

Sir, General Post-office, 1 December 1841.

I SHALL be obliged by your informing me the exact length of both the York and Normanton and the Leeds and Selby lines, with the distance between each station.

I am, &c.

George Hudson, Esq. (signed) *Geo. Stow.*

Sir, York, 4 December 1841.

I FORWARD, agreeably to your request, the subjoined information.

I am, &c.

Geo. Stow, Esq. (signed) *Geo. Hudson.*

*P.S.*—You are aware that the Normanton Station is above a mile on the North Midland line.

YORK AND NORTH MIDLAND RAILWAY.

| | Miles. | Chains. |
|---|---|---|
| Distance from York to Copmanthorpe Station | 3 | 75 |
| Ditto to Bolton Percy ditto | 7 | 50 |
| Ditto to Ulleskelfe ditto | 8 | 70 |
| Ditto to Church Fenton ditto | 10 | 72 |
| Ditto to Sherburn ditto | 12 | 74 |
| Ditto to Burton Salmon ditto | 16 | 60 |
| Ditto to Castleford ditto | 20 | 57 |
| Ditto to Junction with North Midland at Methley | 23 | 15 |
| Ditto to Altofts | 23 | 52 |
| Ditto from Milford Junction to Selby | 7 | 52 |

Appendix, No. 11.

Excessive Payments for Railway Mails.

LEEDS AND SELBY RAILWAY.

| | Miles. | Chains. |
|---|---|---|
| Distance from Leeds to Garforth Station - - - - - - | 6 | 40 |
| Ditto - - to Micklefield ditto - - - - - - | 9 | – |
| Ditto - - to Milford ditto - - - - - - | 12 | – |
| Ditto - - to Junction with North Midland Railway - - | 13 | 40 |
| Ditto - - to Hambleton Station - - - - - - | 15 | 60 |
| Ditto - - to Selby - - - - - - - - - | 20 | – |

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Sir, General Post-office, 8 December 1841.

I BEG to acknowledge the receipt of your letter communicating the distances on your two lines of railway; but with regard to the distance from Leeds to Selby, I apprehend there must be some mistake, as it is therein stated at only 20 miles, whereas 25 miles are charged for in the account lately rendered; I shall therefore be glad to hear further from you on the subject.

I am, &c.

George Hudson, Esq. (signed) *Geo. Stow.*

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Sir, York, 9 December 1841.

THE route by which the Leeds and Hull mail travels is, leaving Leeds first by the North Midland line, secondly by the York and North Midland, and then by the Leeds and Selby line. Were we not to pursue that route, we could not take up the mail-bags from London at Milford, or rather what we call the South Junction. By our becoming the lessees of the Leeds and Selby line, we were enabled to discontinue the engine from Sherburn.

I am, &c.

Geo. Stow, Esq. (signed) *Geo. Hudson.*

*P. S.*—By the above-named route, I have forgotten to say, it is 25 miles.

---

Sir, General Post-office, 27 January 1842.

A QUESTION having arisen as to the number of miles travelled over by the mails on the Leeds and Selby Railway, I shall be obliged by your stating (by return of post if possible) the exact length of the line from Leeds to Selby, according to the route originally adopted, as well as that over which the mails are now conveyed, with the precise reasons for the abandonment of the former route.

I am, &c.

Geo. Hudson, Esq. (signed) *Geo. Stow.*

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Sir, York, 29 January 1842.

IN answer to your letter of the 27th instant, I beg to state that the distance from Leeds to Selby by the old route is 20 miles; by the new route 25 miles.

The reason why we abandoned the Leeds and Selby line is, that were we to take the letters by the old route, no exchange could take place from the south mails to the east mails.

I am, &c.

George Stow, Esq. (signed) *Geo. Hudson.*

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(No. 3.)

TIME-BILLS of MAIL TRAINS belonging to the *York and North Midland Railway Company*, as they were running on the 28th December 1841.

*York and North Midland Company.—Day Mail.*

YORK AND NORMANTON RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time allowed. H. | Time allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | Despatched from the Post-office, York, the 28th of December 1841 - - - - - at | 9 | 15 | a.m. |
| | | 0 | 10 | Arrived at the railway station - - - at | 9 | 25 | – |
| | | 0 | 5 | Five minutes allowed. | | | |
| 19 | 4 | 0 | 50 | Arrived at Castleford - - - - - at | 10 | 20 | – |
| | | | | Train from Hull - - - - - - at | | — | |
| 4 | 0 | 0 | 10 | Arrived at the railway station, Normanton - at | 10 | 30 | – |
| | | | | Train from Leeds arrived - - - - at | 10 | 41 | – |
| | | | | Train for Manchester despatched - - at | 10 | 41 | – |
| 23 | 4 | 1 | 15 | | | | |
| | | | | RETURN. | | | |
| | | | | Despatched from the railway station, Normanton - - - - - - - - at | 2 | 5 | p.m. |
| | | | | Train from Manchester arrived - - - at | 1 | 55 | – |
| 4 | 0 | 0 | 10 | Arrived at Castleford - - - - - at | 2 | 15 | – |
| | | | | Train from Leeds arrived - - - - at | 2 | 0 | – |
| 19 | 4 | 0 | 50 | Arrived at the railway station, York - - at | 3 | 5 | – |
| | | 0 | 5 | Five minutes allowed. | | | |
| | | 0 | 10 | Arrived at the Post-office, York, the 28th of December 1841 - - - - - - - at | 3 | 20 | – |
| 23 | 4 | 1 | 15 | | | | |

RUGBY, WAKEFIELD, YORK, AND DARLINGTON TIME-BILL.

| Distance. M. | Distance. F. | Time allowed. H. | Time allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | Off - - - - - - - - - at | 5 | 35 | a.m. |
| 2 | 0 | - | - | Arrived at Normanton - - - - at | 5 | 40 | – |
| | | 0 | 5 | Five minutes allowed. | | | |
| | | | | Off - - - - - - - - - at | 5 | 45 | – |
| | | | | Leeds mail despatched - - - - at | 5 | 48 | – |
| 23 | 4 | 1 | 0 | Arrived at Castleford - - - - - at | 5 | 55 | – |
| | | | | Off - - - - - - - - - at | 5 | 58 | – |
| | | | | Arrived at York - - - - - - at | 6 | 40 | – |

Appendix, No. 11.

Excessive Payments for Railway Mails.

DARLINGTON, YORK, WAKEFIELD, AND RUGBY TIME-BILL.

| Distance. M. | Distance. F. | Time allowed. H. | Time allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | 0 | 42 | Forty-two minutes allowed, off - - - at | 6 | 19 | p. m. |
| | | | | Arrived at Castleford - - - - - at | 6 | 59 | – |
| | | | | Hull mail arrived - - - - - at | 6 | 56 | – |
| | | | | Off - - - - - - - - - at | 6 | 59 | – |
| 23 | 4 | 0 | 55 | Arrived at Normanton Station - - - at | 7 | 14 | – |
| | | 0 | 15 | Fifteen minutes allowed. | | | |
| | | | | Off - - - - - - - - - at | 7 | 29 | – |
| | | | | Leeds mail arrived - - - - - at | | — | |
| 2 | 0 | 0 | 5 | Arrived at Wakefield - - - - - at | 7 | 34 | – |

*Leeds and Selby Company.—Day Mail.*

LEEDS AND HULL RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time allowed. H. | Time allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | 0 | 5 | Five minutes allowed, off - - - - at | 1 | 35 | p. m. |
| 10 | 2 | 0 | 25 | Arrived at Castleford - - - - at | 2 | 0 | – |
| | | | | Train from Normanton arrived - - - at | 2 | 15 | – |
| | | 0 | 20 | Twenty minutes allowed. | | | |
| 13 | 6 | 0 | 27 | Arrived at Selby - - - - - at | 2 | 47 | – |
| | | | | RETURN. | | | |
| | | 0 | 3 | Three minutes allowed, off - - - - at | 9 | 38 | a. m. |
| 13 | 6 | 0 | 27 | Arrived at Castleford - - - - - at | 10 | 5 | – |
| | | | | Train from York arrived - - - - at | 10 | 20 | – |
| | | 0 | 20 | Twenty minutes allowed. | | | |
| 10 | 2 | 0 | 25 | Arrived at the railway station, Leeds - - at | 10 | 50 | – |

*Leeds and Selby Company.—Night Mail.*

LEEDS AND HULL RAILWAY TIME-BILL.

| Distance. M. | Distance. F. | Time allowed. H. | Time allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | 0 | 5 | Five minutes allowed, off - - - - at | 6 | 17 | a. m. |
| 10 | 2 | 0 | 25 | Arrived at Castleford - - - - at | 6 | 42 | – |
| | | | | Train from Normanton arrived - - - at | | — | |
| | | 0 | 20 | Twenty minutes allowed. | | | |
| 13 | 6 | 0 | 27 | Arrived at Selby - - - - - at | 7 | 29 | – |
| | | | | RETURN. | | | |
| | | 0 | 3 | Three minutes allowed, off - - - - at | 6 | 13 | p. m. |
| 13 | 6 | 0 | 27 | Arrived at Castleford - - - - - at | 6 | 40 | – |
| | | | | Train from York arrived - - - - at | | — | |
| | | 0 | 20 | Twenty minutes allowed. | | | |
| 10 | 2 | 0 | 25 | Arrived at the railway station, Leeds - - at | 7 | 25 | – |

(No. 4.)

STATEMENT of the Distance run, according to which any Payment of Mileage has been made to the York and North Midland Railway Company.

| | |
|---|---|
| York to Normanton - - - - - - - - | 25 miles. |
| Leeds to Selby - - - - - - - - - | 25 miles. |

ANNUAL Rate of PAYMENTS made by the Post-office to the York and North Midland Railway Company.

| | |
|---|---|
| For York and Normanton Line - - - - - | £. 3,236 6 8 |
| For Leeds and Selby Line - - - - - | 1,596 17 6 |

(No. 5.)

COPIES of CORRESPONDENCE between Mr. *Stow* and Mr. *King*, the Secretary of the Birmingham and Gloucester Railway Company, relative to the length of that Line.

Sir, General Post-office, 1 December 1841.

I SHALL be obliged by your informing me the exact length of the Birmingham and Gloucester Railway, with the distance between each station.

I am, &c.

Geo. King, Esq. (signed) *Geo. Stow.*

Sir, Birmingham, 10 December 1841.

IN compliance with your request I have now the honour to forward you a table showing the length of this railway and the distances between each station.

| STATIONS. | Distance from Gloucester. | | | Distance between Stations. | | |
|---|---|---|---|---|---|---|
| | *Miles.* | *Chains.* | *Links.* | *Miles.* | *Chains.* | *Links.* |
| Gloucester to Cheltenham - - - - | 6 | 48 | 15 | 6 | 48 | 15 |
| — Ashchurch - - - - | 13 | 57 | 65 | 7 | 9 | 50 |
| — Predon - - - - - | 15 | 73 | 65 | 2 | 16 | 0 |
| — Eckington - - - - | 18 | 52 | 15 | 2 | 58 | 50 |
| — Defford - - - - - | 19 | 57 | 15 | 1 | 5 | 0 |
| — Spetchley - - - - | 26 | 77 | 90 | 7 | 20 | 75 |
| — Droitwich - - - - | 32 | 73 | 65 | 5 | 75 | 75 |
| — Stoke Works - - - - | 35 | 29 | 95 | 2 | 36 | 30 |
| — Bromsgrove - - - - | 37 | 60 | 65 | 2 | 30 | 70 |
| — Blackwell - - - - | 40 | 38 | 15 | 2 | 57 | 50 |
| — Lifford - - - - - | 47 | 1 | 25 | 6 | 43 | 10 |
| — Camp Hill - - - - | 51 | 4 | 81 | 3 | 65 | 41 |
| — London and Birmingham Station - - - - - | 52 | 71 | 91 | 2 | 5 | 25 |

I am, &c.

Geo. Stow, Esq. (signed) *Geo. King.*

Sir, General Post-office, 29 January 1842.

A QUESTION having arisen as to the number of miles travelled over by the mails on the Birmingham and Gloucester Railway, I shall be obliged by your informing me (by return of post, if possible) the exact length of the line both prior and subsequently to the extension from Camp Hill to the London station at Birmingham.

I am &c.

Geo. King, Esq. (signed) *Geo. Stow.*

A copy of Mr. King's letter in reply, was forwarded, with other documents, to the Treasury by the secretary on the 28th February 1842. *See* page 61.

Appendix, No. 11.

Excessive Payments for Railway Mails.

(No. 6.)

TIME-BILLS of MAIL TRAINS on the *Birmingham* and *Gloucester* Railway, as they were running on the 28th December 1841.

*Birmingham and Gloucester Company.*

BRISTOL, GLOUCESTER, AND BIRMINGHAM TIME-BILL.

| Distance. M. | F. | Time allowed. H. | M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | Off from Railway Station - - - - at | 7 | 15 | p. m. |
| 7 | 0 | 0 | 20 | Arrived at Cheltenham - - - - at | 7 | 35 | – |
| 7 | 2 | 0 | 16 | Arrived at Ashchurch - - - - - at | 7 | 51 | – |
| 13 | 2 | 0 | 40 | Arrived at Spetchley - - - - - at | 8 | 31 | – |
| 6 | 0 | 0 | 17 | Arrived at Droitwich - - - - - at | 8 | 48 | – |
| 4 | 6 | 0 | 16 | Arrived at Bromsgrove - - - - at | 9 | 4 | – |
| 12 | 2 | 0 | 41 | Arrived at the Railway Station - - - at | 9 | 45 | – |

BRISTOL, GLOUCESTER, AND BIRMINGHAM TIME-BILL.

| Distance. M. | F. | Time allowed. H. | M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | Off from Railway Station - - - - at | 9 | 0 | p. m. |
| 7 | 0 | 0 | 20 | Arrived at Cheltenham - - - - at | 9 | 20 | – |
| 7 | 2 | 0 | 16 | Arrived at Ashchurch - - - - - at | 9 | 36 | – |
| 13 | 2 | 0 | 40 | Arrived at Spetchley - - - - - at | 10 | 16 | – |
| 6 | 0 | 0 | 17 | Arrived at Droitwich - - - - - at | 10 | 33 | – |
| 4 | 6 | 0 | 16 | Arrived at Bromsgrove - - - - at | 10 | 49 | – |
| 12 | 2 | 0 | 41 | Arrived at the Railway Station - - - at | 11 | 30 | – |

BIRMINGHAM, GLOUCESTER, AND BRISTOL TIME-BILL.

| Distance. M. | F. | Time allowed. H. | M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | 0 | 10 | Arrived at the Railway Station - - - at | | | |
| | | | | Off - - - - - - - - at | 12 | 44 | a. m |
| 12 | 2 | 0 | 45 | Arrived at Bromsgrove - - - - at | 1 | 29 | – |
| 4 | 6 | 0 | 14 | Arrived at Droitwich - - - - - at | 1 | 43 | – |
| 6 | 0 | 0 | 18 | Arrived at Spetchley - - - - - at | 2 | 1 | – |
| 13 | 2 | 0 | 37 | Arrived at Ashchurch - - - - - at | 2 | 38 | – |
| 7 | 2 | 0 | 18 | Arrived at Cheltenham - - - - at | 2 | 56 | – |
| 7 | 0 | 0 | 18 | Arrived at Gloucester Station - - - at | 3 | 14 | – |

BIRMINGHAM, GLOUCESTER, AND BRISTOL TIME-BILL.

| Distance. M. | F. | Time allowed. H. | M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | 0 | 10 | Arrived at the Railway Station - - - at | | | |
| | | | | Off - - - - - - - at | 3 | 10 | a.m. |
| 12 | 2 | 0 | 45 | Arrived at Bromsgrove - - - - at | 3 | 55 | – |
| 4 | 6 | 0 | 14 | Arrived at Droitwich - - - - - at | 4 | 9 | – |
| 6 | 0 | 0 | 18 | Arrived at Spetchley - - - - - at | 4 | 27 | – |
| 13 | 2 | 0 | 37 | Arrived at Ashchurch - - - - - at | 5 | 4 | – |
| 7 | 2 | 0 | 18 | Arrived at Cheltenham - - - - at | 5 | 22 | – |
| 7 | 0 | 0 | 18 | Arrived at Gloucester Station - - - at | 5 | 40 | – |

(No. 7.)

STATEMENT of the Distance run, according to which any Payment has been made to the Birmingham and Gloucester Railway Company, for the Conveyance of Mails, prior to 17th of August 1841.

Fifty-two Miles.

It has since been discovered by the company that this distance is incorrect, the exact length of the line to the Camp Hill station, Birmingham, being but 51 ¼ miles, and accordingly credit has been given for the overcharge in a subsequent account.

ANNUAL Rate of PAYMENTS made to the Birmingham and Gloucester Railway Company, for the Conveyance of Mails, prior to 17th August 1841.

£. 9,964. 10. - - Corrected to £. 9,820. 15. 7.

(No. 8.)

STATEMENT of the Average Daily Number of Letters which have been brought to Gloucester in One Week, by the First Mail Train from Birmingham, and which were despatched by the Chepstow Mail into South Wales before the arrival of the Second Mail Train.

| DATE. | NUMBER OF LETTERS. |
|---|---|
| 18th April - - - | 378 |
| 19th — - - - | 386 |
| 20th — - - - | 420 |
| 21st — - - - | 520 |
| 22d — - - - | 380 |
| 23d — - - - | 404 |
| 24th — - - - | 374 |
| | 2,862 Total Number in the Week. |
| | 408 Average Daily Number. |

First mail train from Birmingham arrives at Gloucester - - 3 14 a.m.
Mail to Chepstow despatched from Gloucester - - - - 3 30 a.m.

The above letters were sorted at Chepstow. That office makes up bags for Birmingham, and the towns between it and Gloucester.

Mail from Gloucester arrives at Chepstow at - - - - 7 0 a.m.
Mail from Bristol, through Swansea to Pembroke, despatched from Chepstow at - - - - - - - - - 8 11 a.m.

(signed) *Charles Rideout*,
Surveyor General Post-office.

Appendix, No. 11.

Excessive Payments for Railway Mails.

STATEMENT of the Average Daily Number of Letters which have been brought to Gloucester in One Week, by the First Mail Train from Birmingham, and which were despatched by the Carmarthen Mail into South Wales before the arrival of the Second Mail Train.

| DATE. | NUMBER OF LETTERS. |
|---|---|
| 17th April - - - | 1,839 |
| 18th — - - - | 1,346 |
| 19th — - - - | 1,933 |
| 20th — - - - | 1,638 |
| 21st — - - - | 2,019 |
| 22d — - - - | 1,579 |
| 23d — - - - | 1,640 |
| | 11,994 Total Number for the Week. |
| | 1,713 Average Daily Number. |

First mail train from Birmingham arrives at Gloucester at - - 3 14 a.m.
Mail to Carmarthen despatched from Gloucester at - - - 4 14 a.m.

(signed) *Charles Rideout,*
Surveyor General Post-office.

(No. 9.)

A STATEMENT, showing the Total Number of LETTERS, for One Week, Day by Day, arriving in Birmingham by the First Gloucester Train at 9 h. 40 m. p.m.; with the Numbers of those Letters despatched by the different Mails out of Birmingham.

| | Monday. | Tuesday. | Wednesday. | Thursday. | Friday. | Saturday. | Sunday. | Total Number Received in the Week. |
|---|---|---|---|---|---|---|---|---|
| TOTAL NUMBER RECEIVED - | 2,047 | 2,289 | 2,305 | 2,256 | 2,891 | 2,198 | 2,600 | 16,586 |

NUMBERS of the above despatched, Day by Day, by the different Mails out of Birmingham.

| Hour of Despatch. | MAILS. | Monday. | Tuesday. | Wednesday. | Thursday. | Friday. | Saturday. | Sunday. | Total Number Despatched in the Week. |
|---|---|---|---|---|---|---|---|---|---|
| H. M. | | | | | | | | | |
| 12 20 a.m. | Derby Railway - - | 381 | 396 | 426 | 443 | 697 | 478 | 674 | 3,495 |
| 11 30 p.m. | London Night Mail up - | 163 | 199 | 170 | 168 | 212 | 199 | 236 | 1,347 |
| 2 0 a.m. | Night Mail down - - | 713 | 767 | 712 | 791 | 952 | 705 | 784 | 5,424 |
| 2 30 — | Holyhead - - - | 122 | 168 | 243 | 142 | 309 | 166 | 137 | 1,287 |
| 2 45 — | Stourport - - - | 211 | 276 | 220 | 225 | 226 | 220 | 232 | 1,610 |
| 4 0 — | Tamworth Ride - - | 20 | 12 | 19 | 18 | 23 | 13 | 20 | 125 |
| 4 0 — | Leamington - - - | 7 | 5 | 8 | 8 | 4 | 2 | - - | 34 |
| 6 0 — | Dudley Ride - - - | 4 | 12 | 18 | 16 | 14 | 7 | 7 | 78 |
| 7 45 — | Yarmouth - - - | 68 | 67 | 59 | 48 | 75 | 86 | 82 | 485 |
| 6 0 — | King's Norton Messenger | 5 | 5 | 5 | 2 | 3 | 3 | 4 | 27 |
| 6 0 — | Great Barr - ditto - | 5 | - - | 1 | 1 | 1 | 2 | 1 | 11 |
| 6 0 — | Castle Bromwich ditto | 3 | 1 | 3 | 5 | 4 | 6 | 4 | 26 |
| 6 0 — | Hales Owen - ditto - | 15 | 13 | 25 | 13 | 24 | 27 | 18 | 135 |
| | Total Number despatched out of Birmingham - - - - | 1,717 | 1,921 | 1,909 | 1,880 | 2,544 | 1,914 | 2,199 | 14,084 |
| | Number delivered in Birmingham - | 330 | 368 | 396 | 376 | 347 | 284 | 401 | 2,502 |
| | TOTALS - - - | 2,047 | 2,289 | 2,305 | 2,256 | 2,891 | 2,198 | 2,600 | 16,586 |

General Post-Office, 29 April 1842.

(signed) *B. Churchill,*
*G. M. Gottwaltz,* } Postmasters.

(No. 10.)

TABULAR STATEMENT, giving the Information required by the Letter from the Treasury, bearing date 9th April 1842, in regard to the Conveyance of the MAILS on the BIRMINGHAM AND GLOUCESTER RAILWAY.

| Number of Dispatches per Day in each direction, stating whether Sunday be an exception or not. | Length of the Line. | Number of Double Miles per Day, to which the Award has reference. | Total Annual Payment due under the Award to the Company. | Ordinary and Maximum Weight of Mail (including Bags), as nearly as it can be given, stated separately as regards each Trip. | Amount of Space set apart in the Railway Carriage for the use of the Post-office. | Number of Guards, or other Post-office Servants, for whom Accommodation is required at each Trip. | Whether the Guards travel Inside or Outside the Carriage. |
|---|---|---|---|---|---|---|---|
| Two dispatches in each direction every day, Sundays included. | 53 miles. | 106 double miles. | £. 10,156 s. 2 d. 6 | *Birmingham to Gloucester.*<br>Ordinary Weight.<br>First dispatch - 4 cwt. 1 qrs. 13 lbs.<br>Second ditto - 1 cwt. 1 qrs. 8 lbs.<br>Maximum Weight.<br>First dispatch - 6 cwt. 0 qrs. 12 lbs.<br>Second ditto - 2 cwt. 0 qrs. 6 lbs.<br><br>*Gloucester to Birmingham.*<br>Ordinary Weight.<br>First dispatch - 1 cwt. 2 qrs. 23 lbs.<br>Second ditto - 1 cwt. 1 qrs. 20 lbs.<br>Maximum Weight.<br>First dispatch - 1 cwt. 3 qrs. 24 lbs.<br>Second ditto - 2 cwt. 0 qrs. 0 lbs.<br><br>The weight, as above stated, is liable occasionally to be nearly doubled, on the arrival at, or departure from, Bristol, of the Great Western steamer. | One compartment of a second-class carriage. | One guard at each trip, and an inspector when required. | Inside. |

No. 11.)

TABULAR STATEMENT, giving the Information required by the Letter from the Treasury, bearing date 9th April 1842, in regard to the Conveyance of the MAILS on the YORK AND NORTH MIDLAND RAILWAY.

| Number of Dispatches per Day in each direction, stating whether Sunday be an exception or not. | Length of the Line. | Number of Double Miles per Day, to which the Award has reference. | Total Annual Payment due under the Award to the Company. | Ordinary and Maximum Weight of Mail (including Bags), as nearly as it can be given, stated separately as regards each Trip. | Amount of Space set apart in the Railway Carriage for the use of the Post-office. | Number of Guards, or other Post-office Servants, for whom Accommodation is required at each Trip. | Whether the Guards travel Inside or Outside the Carriage. |
|---|---|---|---|---|---|---|---|
| Two dispatches in each direction every day, Sundays included. | 25 miles | 50 double miles. | £. 3,236 s. 6 d. 8 | *Normanton to York.*<br>Ordinary Weight.<br>Night mail - - 8 cwt. 1 qrs. 26 lbs.<br>Day mail - - 0 cwt. 1 qrs. 22 lbs.<br>Maximum Weight.<br>Night mail - - 14 cwt. 3 qrs. 8 lbs.<br>Day mail - - 0 cwt. 2 qrs. 24 lbs.<br><br>*York to Normanton.*<br>Ordinary Weight.<br>Night mail - - 7 cwt. 0 qrs. 12 lbs.<br>Day mail - - 0 cwt. 1 qrs. 22 lbs.<br>Maximum Weight.<br>Night mail - - 7 cwt. 1 qrs. 0 lbs.<br>Day mail - - 0 cwt. 2 qrs. 24 lbs. | A second-class carriage for the night mail, and two compartments of a second-class carriage for the day mail. | One guard at each trip, and an inspector when required. | Inside. |

Appendix, No. 11.

Excessive Payments for Railway Mails.

TREASURY MINUTE, dated 21 January 1842, on the Two preceding Reports of the Postmaster-general.

(26662/41.)
(26663/41.)

REQUEST the Postmaster-general's attention to the discrepancies in the Reports now before the Board, with regard to the distance the mails are conveyed; that shown by the Report itself being in each case a few miles greater than that stated in the copies of notices to the company, enclosed therein.

State that, considering that the award of the arbitrators is founded on the notice to the company, it appears to my Lords that no claim on the part of the company for a distance travelled exceeding that stated in the notice should be admitted, without first referring the question to the Post-office arbitrator. Whether or not such a claim has been made and admitted in either of the present cases, and if so, what steps have been taken to ascertain its fairness, does not appear in the Reports now before the Board; but if a payment to either company, calculated according to the greater distance, should have been made, my Lords desire to have the facts of the case submitted for their consideration.

Adverting to the great cost of conveying the two mails on the Birmingham and Gloucester Railway (about 5,000*l.* per annum for each), and to the fact that both run in the night, one following the other, after an interval of only 2 hours and 26 minutes in one direction, and only one hour and three quarters in the other; suggest, for the consideration of the Postmaster-general, whether any serious inconvenience would result from the discontinuance of the first of the two dispatches in each direction. My Lords presume that the object of the first dispatch from Birmingham is to expedite the arrival, in certain parts of the West of England and of South Wales, of the correspondence from the North; but as it would appear that this advantage must be small in point of time, their Lordships desire to be favoured with the opinion of the Postmaster-general as to whether it is sufficiently important to justify the large expense incurred.

As regards the first dispatch from Gloucester, my Lords have not been able to discover the object; it would appear that the letters for Birmingham would be delivered, and those for other towns forwarded, equally early if brought by the second dispatch as by the first; still their Lordships cannot doubt that there are reasons for this arrangement of which they are not aware, and they request the Postmaster-general will favour them with an explanation.

Request the Postmaster-general also to report, for the information of the Board, what is about the average number of letters and the average weight of mail (including newspapers and bags), conveyed by each of the four dispatches between Birmingham and Gloucester.

---

MEMORANDUM on the practicability of Discontinuing one of the two Railway Mails between Birmingham and Gloucester.

BETWEEN Birmingham and Gloucester there are two mails in each direction every night, conveyed by special trains, at a cost, including guards, of about 10,500*l.* per annum.

Adverting to these facts, the Treasury, in a letter to the Postmaster-general of the 22d January last, suggested for the consideration of his Lordship, for reasons therein assigned, the expediency of discontinuing the first of the two mails in each direction.

On the 28th February, the Postmaster-general, in reply, explained the purpose of the double conveyance, and objected to any alteration, adding as follows:—"The present arrangement was not adopted, as I have before stated, until it had been maturely considered by the secretary and superintendent of mail-coaches in London, and unanimously approved by the district surveyors, to whom it was submitted previously to its adoption, and who from their local knowledge and experience were well able to form a correct opinion on the subject."

The explanation not appearing satisfactory, the Treasury, on the 13th April, wrote to the Postmaster-general for further information, which was supplied on the 17th June.

With this information before me, I have again very carefully considered the whole case; and the result is a conviction on my mind, that the retention of one mail only in each direction, as suggested by the Treasury, would fully meet not only all the exigencies pointed out by the Post-office, but some others which appear to have been omitted, because, probably, of their inferior importance.

First, as regards the transit from Gloucester to Birmingham. The suggestion of the Treasury was simply to discontinue the first of the two dispatches, viz. the one at 7 h. 15 m., p. m.; and the purpose for which the Post-office desires to continue it, is to forward the correspondence on its way from the West of England, to places north of Birmingham; but the Treasury had previously pointed out that any correspondence whatever would be forwarded from Birmingham just as early if brought by the second mail as by the first, inasmuch as in the interval between the arrival of the one and the other, no letters at all are sent on from Birmingham. To this, however, it is replied by Mr. Stow, the head of the mail-coach department, that "the effect of the discontinuance of this train would be to preclude all sorting at Birmingham, as the second train would only arrive in time to transfer

transfer the London bags from Worcester, Bromsgrove, &c. to the up London train; the great bulk of letters for the north, for Yorkshire, &c., and for towns intermediate of Birmingham and London, would reach Birmingham at the time all the force at that office would be employed in sorting the Holyhead and other mails; and I apprehend it would be found impracticable to forward the correspondence brought by it to Birmingham."

In answer to these objections, I beg to remark that the sorting would undoubtedly be done with difficulty, if wholly carried on at the Birmingham Post-office; but there is no necessity for continuing an arrangement attended with so much loss of time in conveying the bags to and fro. Let a sorting office be established at one of the railway stations (as is done at Derby), and all difficulty will at once be obviated. Provision is, of course, already made for sorting at the town-office the letters which are now brought by the last mail from Gloucester; and as the proposed change does not necessitate a departure from this arrangement, all that we have to consider is the practicability of sorting at the station the additional letters, viz. those which are now brought by the first Gloucester mail. Now the maximum number of such letters to be forwarded each night, and the time that would be allowed for their sorting, are as follows:—

| | Maximum Number of Letters to be forwarded. | Time for their Sorting, reckoned in each case from the Arrival of the Second Gloucester Mail. |
|---|---|---|
| | | H. M. |
| By the London up mail - - - - - - - - | About 250 | 0 30 |
| By the Derby mail, which takes the letters for Yorkshire, &c. - - - - - - - - - - | „ 700 | 1 10 |
| By the Lancaster mail, which takes the letters for the North - - - - - - - - - - - | „ 1,000 | 2 20 |

It is true that these letters would have to be selected from a somewhat larger number, and that there would also be some newspapers; but there cannot possibly be any difficulty, except perhaps as regards the letters to be forwarded by the London up mail, which might I presume, if necessary, be separated from the others at Gloucester (where the time would of course be increased by the new arrangement), and sorted for their respective towns in the travelling post-office of the London train, while in progress. At all events the difficulty, such as it is, would easily be overcome by a very moderate force.

I now proceed to consider the practicability of discontinuing one of the two mails from Birmingham to Gloucester.

I gather from the Post-office Report of the 28th of February, and from other sources, that the use of the two mails is this:—Part of the correspondence to be conveyed reaches Birmingham in the night, by the Grand Junction, the Derby, and the London railways; and it is desirable that it should be forwarded to Cheltenham and Gloucester sufficiently early to fall in with the mails which pass through those towns on their way from London to South Wales, and also to admit of the Bristol share of the correspondence being sent on, so as to reach that city before the morning delivery; but under existing arrangements the interval between the latest of the arrivals in Birmingham, and the earliest of the dispatches from Cheltenham and Gloucester, is insufficient to admit of all the correspondence being so forwarded; as much therefore as is ready, including the correspondence which reaches Birmingham by the Grand Junction Railway, is sent on; and this forms the first dispatch from Birmingham to Gloucester. The remainder, which consists of the correspondence arriving by the Derby and the London railways, though too late to be so forwarded, is early enough to fall in with a line of mail from Gloucester to Falmouth, and is dispatched accordingly; thus making the second mail from Birmingham to Gloucester.

But it is evident that if this interval, viz. the one between the latest of the arrivals in Birmingham, and the earliest of the dispatches from Cheltenham and Gloucester, could be so extended as to admit of all the correspondence being so forwarded, not only would the cost of one of the two dispatches along that line be saved, but the work would be done better than it now is, inasmuch as the whole of the correspondence would enjoy the advantages now confined to the first portion only; and the letters for South Wales contained in the second portion would reach their destination without delay, instead of being detained on the road, as they now are, nearly a day. I trust that I shall be able to show that, with some exertion, this important object may be accomplished.

The following are the mails, to connect which the double dispatch from Birmingham to Gloucester is made:

Mails arriving in Birmingham:

| | H. M. |
|---|---|
| By the Grand Junction Railway - - - - - - - at | 11 42 p. m. |
| By the Derby Railway - - - - - - - - at | 1 0 a. m. |
| By the London Railway - - - - - - - - at | 1 30 a. m. |

Appendix, No. 11.

Excessive Payments for Railway Mails.

Mails leaving Cheltenham and Gloucester:

| | | | H. | M. | |
|---|---|---|---|---|---|
| From Cheltenham | For Aberystwith - - - - - | at | 3 | 0 | a.m. |
| From Gloucester | For Bristol - - - - - - | at | 3 | 24 | a.m. |
| | For Chepstow - - - - - - | at | 4 | 0 | a.m. |
| | For Carmarthen - - - - - | at | 4 | 15 | a.m. |

There is also at present a second Bristol mail from Gloucester at 5 h. 55 m. a. m., which would, of course, be superseded altogether by the new arrangement.

Assuming that the arrivals in Birmingham cannot be anticipated, the question is, can the departures from Cheltenham and Gloucester be sufficiently delayed?

The few letters to be sent *viâ* Gloucester which reach Birmingham by the London Railway, may, I presume, be sorted on the way in the travelling post-office, so as to prevent delay in dispatching the mail to Gloucester, allowing a five-minutes interval. This mail would leave Birmingham at 1 h. 35 m. a. m., and proceeding at its present rate, would pass through Cheltenham at 3 h. 47 m. a. m., and reach Gloucester at 4 h. 5 m. a. m.

This would necessarily delay the dispatch of the Aberystwith, the Bristol, and the Chepstow mails, but would not interfere, except perhaps, to a trifling extent, with that of the Carmarthen mail.

The Bristol mail, allowing the present time for preparation, would be delayed 51 minutes; but by accelerating its speed to an equality with that of the swift mails (the one to Carmarthen, for instance), it would still reach Bristol by 7 h. 45 m. a. m., or 22 minutes later than at present. This would, undoubtedly, be making a near approach to the hour at which the first delivery commences, and would perhaps cause a necessity for a small increase of sorters and letter-carriers.

The Chepstow mail now reaches its destination at 7 h. 30 m. a. m.*, travelling at the rate of only eight miles an hour. If it be at all important to maintain the present early hour of arrival, the time lost in starting might, I presume, be easily made up by a slight increase of speed. At Chepstow this mail falls in with the one from Bristol to Pembroke, but the latter does not leave Chepstow till 8 h. 13 m. a. m., and therefore would certainly not be delayed.

The Aberystwith mail would be delayed 51 minutes at Cheltenham; but as, without any acceleration, it would still reach Hereford before eight in the morning, and as it passes through no important place afterwards, the delay cannot be of much importance.

The delay as regards each of the above mails, though of no great extent, may be somewhat reduced by accelerating the mail from Birmingham to Gloucester. Two hours and a half is an unusual allowance for a distance of 53 miles by railway. Indeed the time was originally limited to 2 h. 20 m.; since which, however, the line has been lengthened by a mile and a half.

I would also observe, that although I have included in the scheme the letters for South Wales and the West of England, which reach Birmingham by the London Railway, they are not named in the Post-office Report as among those for which provision is required. If these letters are really so few that they may safely be disregarded (and the only inconvenience would be to subject those for the West of England to the same delay as those for South Wales are now exposed to), then the dispatch of the Gloucester mail might take place considerably earlier than has been suggested, and the delay, as regards the other mails, would be still further reduced. Or, some portion of this advantage might be secured by accelerating the mail from London to Birmingham, to an equality with that which follows it as far as Rugby. Or again, if necessary, time might be saved by employing a travelling post-office between Birmingham and Gloucester, and sorting the letters on the journey. As the train is already special, the additional expense of a travelling post-office would be small.

It appears then that the discontinuance of one of two dispatches from Birmingham to Gloucester, although it involves some slight change as regards other lines of communication, is perfectly practicable; and as it was previously shown that the discontinuance of one of the two dispatches from Gloucester to Birmingham might be effected even more easily, it appears unquestionable that an important saving, amounting probably to at least 5,000*l.* per annum, may be acccomplished; and this in a manner nearly identical with that originally suggested by the Treasury.

It may perhaps be thought that an increase in the expense of the subsidiary arrangements would form an important set-off against this saving; but although some increase of force would probably be required at Birmingham, Gloucester, and Bristol, and some expenses incurred in accelerating certain mails, and in other ways, yet considering that one of the two coach mails now running between Gloucester and Bristol would be discontinued, it appears very doubtful whether the subsidiary arrangements would on the whole cause any increase of expense.

Again,

* It is stated in Enclosure No. 8 of the Post-office Report of the 17th June, that this mail leaves Gloucester at 3 h. 30 m. a.m., and reaches Chepstow at 7 h. a.m.; but the time-bills give the hours as I have stated them. The difference, however, is unimportant.

Appendix, No. 11.

Excessive Payments for Railway Mails.

Again, although under the proposed plan some letters would undoubtedly reach their destination a fraction of an hour later than heretofore, on the other hand, as already shown, the correspondence for South Wales coming to Birmingham by the Derby and the London railways, would be expedited by nearly a day.

It appears to me, therefore, after a very careful consideration of the whole case, that the measure is perfectly practicable, and that its adoption would not only effect a very important saving to the revenue, but would on the whole be conducive to public convenience. Under this conviction, I beg earnestly to recommend that the plan be again submitted for the consideration of the Postmaster-general, with instructions to report fully the inconveniences, if any, which would result from its adoption.

29 August 1842. (signed) *Rowland Hill.*

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## Birmingham and Gloucester, York and North Midland, and Leeds and Selby Railways—Excessive Payments by the Post-office—Memorandum thereon.

3882, 26662, 26663 } 41.
4444, 12229, 16916 } 42.

A REFERENCE to the papers named in the margin shows that undue charges for distance have been made upon the following lines of railway; viz. the Birmingham and Gloucester, the York and North Midland, and the Leeds and Selby railways; and that these undue charges have been submitted to by the Post-office, and to all appearance are now being submitted to, excepting that, on the attention of the Postmaster-general being called to the subject by the Treasury Minute of 21st January last, a portion of the money unduly charged by the Birmingham and Gloucester Railway Company was placed to the credit of the Post-office by the said company. And I have further to state, that an examination of the papers beforementioned, shows that no efficient mode of checking such charges has been established in the Post-office; for that there are so many discrepancies between the particulars of distance set forth in the Post-office reports, and those contained in the appended documents, that had such check been in operation the errors could not have escaped detection. 26663/41.

Respecting the Birmingham and Gloucester Railway, the distance charged by the company, and paid for by the Post-office, was 52 miles up to 18th August 1841, when the line was extended (by about 1 ½ miles) into the town of Birmingham, after which the distance charged and paid for was 53 ½ miles; and this is set forth as the correct length in the Post-office Report of 28th December 1841, although in a letter dated 10th December 1841, Mr. King, the company's secretary, stated the length, after the extension, to be 52 m. 71 ch. 92 links, which is equal to 52 $\frac{9}{10}$ miles. 26663/41. 12229/42. Enclosure, No. 5.

In the other documents supplied by the Post-office, the distance is set down as follows; viz.

| | *Miles.* | |
|---|---|---|
| In the two notices given by the Post-office to the railway company to establish the mails (before the extension) | 50 ½ | 26663/41. |
| In the printed time-bill of the mails | 50 ½ | 12229/42. |

In a letter, dated 28th January 1842 (written in answer to inquiries made by directions of the Treasury), the secretary to the company states the length, Enclosure, No. 6. 4444/42.

| | *Miles.* | *m. ch. l.* |
|---|---|---|
| Before the extension, at | 51 $\frac{1}{16}$ | |
| And after the extension, at | | 52 71 92 |

The Treasury having, by a Minute of 21st January last, desired that the facts of this and some similar cases might be submitted for their consideration, the railway company made the last-quoted statement of the distances, and admitted the incorrectness of its charges. 26663/41.

It also undertook (by crediting the Post-office account) to refund all which it had unduly received; such undue payment being, according to the company's mode of reckoning, at the rate of 143 *l.* 14 *s.* 5 *d.* per annum before the extension of the line, and at the rate of 95 *l.* 16 *s.* 3 *d.* per annum subsequently. 12229/42. Enclosure, No. 7. 4444/42.

But this is still obviously incorrect; the company, even while professing to correct the account, has charged 51 ½ miles in place of 51 $\frac{1}{16}$ miles, and 53 miles in place of 52 $\frac{9}{10}$ miles; and thereby unduly enhanced its claim by 35 *l.* 18 *s.* 7 *d.* per annum in the first instance, and by 19 *l.* 3 *s.* 3 *d.* per annum in the second instance: and these remaining undue charges the Post-office Report leaves wholly unnoticed.

Respecting the other two lines of railway, viz. that from Leeds to Selby, and that from York to Normanton, which both belong to the York and North Midland Company, it must first be observed, that there are two distinct mails running between Leeds and Selby, the distance charged and paid for being in each instance 25 miles; and this is in effect set forth as the correct distance in the Post-office Report of 28th December 1841, which enclosed copies of the notices served upon the railway company. On examining these notices, however, and the other documents appended to the several Post-office Reports, we find the distance stated as follows; viz. 26662/41.

26662/41. In the notices given by the Post-office to the railway company to establish the first mail (by the direct route) - - - - - - - - *mil. fur.* 19 4

Indirect route.

26662/41. In the notice to establish the second mail (*viâ* Castleford) - - 23 6
4444/42. By the chairman of the company, twice stated at - - - - 25 0
12229/42. Enclosure, No. 2. In the printed time-bills of the mails - - - - - - 24 0

*m. ch. l.*

12229/42. Enclosure, No. 3. By the assistant engineer, as now measured - - - - - 23 41 67
16916/42. Which is = 23 ½ miles, + $\frac{1}{48}$ of a mile.

As the award was founded upon the notices given by the Post-office, which state the distance for the more direct mail at 19 *m.* 4 *f.*, and for the one *viâ* Castleford at 23 *m.* 6 *f.*, it is clear that a claim for 25 miles for each mail ought not to have been admitted until it had been referred to the arbitrator for examination, as pointed out in the Treasury Minute of 21st January last. The Post-office Reports do not state that any such step has been
4444/42. taken, or that any error has been noticed. On the contrary, that of 28th February 1842, in effect affirms the correctness of the charges; and that of August 18th, which
16916/42. encloses the report of the distance as measured by the assistant engineer, does not even recognise the fact that the distance paid for exceeds, as respects one mail, this measured length by nearly a mile and a half, and as respects the other, the recorded estimate of the Post-office by 5 ½ miles.

It may prove upon examination that in respect of each mail, the smaller amount, viz. $1\frac{23}{48}$ miles is the extent of the overcharge. Even then the money unduly received by the company for these two mails amounts to 94 *l.* 9 *s.* 6 *d.* per annum.

But if the mileage of the first mail ought to be charged according to the distance specified in the notice, viz. 19 ½ miles, which is probably the true length of the line along which the mail was ordered to be carried, and upon this at all events the award was given, then the overcharge upon that mail alone is 249 *l.* 19 *s.* 8 *d.* per annum; making a total of overcharge upon the two mails of 276 *l.* 19 *s.* 6 *d.* per annum.

The distance charged by the same company upon the line from York to Normanton, and paid for by the Post-office, is 25 miles also.

In the documents appended to the Post-office Reports it is stated as follows; viz.

26662/41. In the notice from the Post-office to the railway company to establish the mail - - - - - - - - - - - - - - *Miles.* 23 ½

12229/42. Enclosure, No. 3. By the chairman of the company (from York to the end of the company's line at Methley) - - - - - - - - - - - 23 $\frac{3}{16}$

*Note.*—The chairman adds a *P. S.*, from which I infer that the mail is carried above a mile upon another company's line; but he does not state whether or not the company which he represents is entitled to be paid for this additional distance.

12229/42. Enclosure, No. 3. In the printed time bills - - - - - - - - - - - 23 ½ *m.*

By the assistant engineer, as now measured - - - 24 *m.* 4 *f.* 1 *c.* = 24 $\frac{41}{80}$ *miles.*

*Note.*—This last statement includes the additional 1 ¼ mile upon another company's line.

In the case of this line, as in that of the last, though the attention of the Post-office was called by the Treasury Minute of 21 January 1842, to the discrepancy as it then appeared, the subsequent Post-office Reports in no way notice the fact that the distance paid for exceeds the measured length of the line; exceeding indeed every one, even the longest, of the various distances given in the documents appended to the Reports.

It gives no information as to who is entitled to charge for the carriage of the mail by this company, apparently along 1 ¼ mile of another company's line.

Should it prove that the company is entitled to charge the whole distance from York to Normanton, then the rate of overcharge for this mail will be 11 *l.* 17 *s.* 3 *d.* per annum; but if it prove that the company is not entitled to charge more than the length of its own line, then the rate of overcharge will be 44 *l.* 2 *s.* 1 *d.* per annum; which of course is in addition to the overcharges made by the same company for the two mails carried between Leeds and Selby, as already pointed out.

It will of course be necessary to direct the Post-office to adjust the accounts accurately with both companies, since it appears that this has not yet been done with either; and I would suggest the importance of immediately investigating all similar accounts from the commencement of railway conveyance, and of adopting in future some efficient check upon their accuracy: also it appears to be necessary to point out the importance of even minute correctness; as errors, insignificant in appearance, have, when multiplied by the number of transits in the year, no insignificant influence upon the annual charge.

As a means to the establishment of a check, I would recommend attention to the
26662/41. suggestion contained in the Treasury Minute of 21st January 1842, to the effect that no claim for a distance travelled, exceeding that stated in the notice, should be admitted without first referring the question to the Post-office arbitrator.

It

It may also be useful on this occasion to advert to the Treasury Minute of 24th May 1842; from which it will be seen that the length of a line of railway may at any time be ascertained through the Ordnance surveyors, at a trifling expense.

Excessive Payments for Railway Mails.

12 September 1842. (signed) *Rowland Hill.* 8981/42.

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19126/42.

TREASURY MINUTE, dated 23 September 1842.

WRITE to the Post-office transmitting this memorandum; and state that, while my Lords require explanations on the several points adverted to, and as to the measures taken to recover any overpayments made by the public, my Lords deem it necessary that some general rule should be adopted to ensure the correct measurement of a line of railroad, before a contract be made for the conveyance of a mail upon it.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 22 October 1842.

IN conformity with Sir George Clerk's letter of the 23d ultimo, stating that your Lordships deem it necessary some general rule should be adopted to ensure the correct measurement of a line of railroad, before a contract is made for the conveyance of a mail upon it; and as none of the railroads employed by the Post-office have been measured by this department, I have the honour to request your authority for ascertaining the exact distance of all the lines of railroad at present used by the Post-office.

I beg, however, to point out that the expense, according to Colonel Colby's estimate of 4*s.* per mile, will amount to 253*l.* 4*s.*, inasmuch as the computed length of all the lines over which mails are carried is in the aggregate 1,266 miles; and if your Lordships should still be of opinion that the object is of sufficient importance to render it advisable to incur the expense named, I request to be allowed to communicate with the Board of Ordnance upon the subject, in order that the services of that department may be secured for the attainment of the desired object, as recommended by your Lordships in the letter which I received from the Board on the 27th May last.

I have, &c.
(signed) *Lowther.*

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21173/42.

TREASURY MINUTE, dated 4 November 1842.

WRITE the Postmaster-general that my Lords do not consider that it will be advisable to incur the expense named in his Lordship's Report for this purpose. State at the same time that my Lords are of opinion, that whenever it may be necessary to ensure a correct measurement of a line of railroad before a contract is made for the conveyance of the mails, the object may be attained at a much less expense than the estimate of Colonel Colby, although perhaps not with the same minute accuracy.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 10 Dec. 1842.

IN reply to Sir Thomas Fremantle's letter of the 23d September last, enclosing a memorandum from Mr. Rowland Hill, respecting the payments made by the Post-office for the conveyance of the mails on the Birmingham and Gloucester, York and North Midland, and Leeds and Selby railways; I beg to state, that in consequence of this communication, I have caused particular inquiry to be made, with the view of ascertaining, as far as was in my power, the actual distance of each of these lines of railway. I have been informed by the secretaries to the respective companies, that the actual length of the Birmingham and Gloucester Railway is 52 miles, 71 chains, 92 links, equal to 52 ¾ miles, instead of 53 miles; that the actual distance of the Leeds and Selby line is 23 miles, 41 chains, and 67 links, instead of 24 miles; and the distance of the York and North Midland line 24 miles, 4 furlongs, 1 chain, instead of 25 miles. 12. 127.

Under these circumstances, I have given directions that the sums with which the Post-office has been overcharged in each of these cases shall be recovered from the companies, by deducting the same from the next accounts sent in.

I beg to add, that every possible care will be taken for the future to guard against the recurrence of any similar inaccuracies; but they were in the present instance unavoidable, inasmuch as, with the exception of the distances furnished in a statement from the Stamp-office, and upon which the railways paid mileage duty, the Post-office was entirely dependent upon the officers of the different companies for the information required as to the length of the lines, not having any legal power to take upon itself the actual measurement of any line of railway; but in future, when any doubt or dispute arises as to the exact distance, I will endeavour to arrive at a correct conclusion, by having the line measured

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Excessive Payments for Railway Mails.

in the ordinary way that the length of a mail-coach road is ascertained, viz. by means of a Perambulator, provided no objection is offered by the railway company to such a proceeding on the part of the Post-office. This appears to me to be the only way in which the object can be accomplished, as your Lordships have not deemed it expedient to incur the expense of obtaining the assistance of the Ordnance department.

I have, &c.
(signed) *Lowther*.

24866/42.

MINUTE dated 16 December 1842.

WRITE to the Postmaster-general, approving of the course pursued by his Lordship.

## Appendix, No. 12.

Appendix, No. 12.

### GREAT NORTH OF ENGLAND RAILWAY.

(1775/42.)

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 22 January 1842.

14207. HAVING proceeded to arbitration to determine the price to be paid by the Post-office for the conveyance of the mails on the Great North of England Railway, in accordance with the regulations of the Act of Parliament, I have now the honour to submit copy of the award given by Lieutenant Harness and Mr. Robert Stephenson, the former having been appointed the arbitrator on the part of the Post-office, and the latter the arbitrator on the part of the company, by which it is decided that the Post-office is to pay 7 *d.* per single mile per day, and consequently, as the distance travelled over in one day is 44 miles, six furlongs, this charge is at the rate of 21*l.* 5*s.* 10*d.* per double mile per annum, or 952 *l.* 16*s.* 0 ½ *d.* per annum for the entire distance; and in obedience to your Lordships' directions, I enclose for your information copies of the notices which have been served upon the company.

I have, &c.
(signed) *Lowther.*

London, 11 December 1841.

HAVING been appointed arbitrators by Her Majesty's Postmaster-general and the Great North of England Railway Company, to consider the price to be paid for the conveyance of the mails between York and Darlington, we have given our best attention to the subject, and decide that the Postmaster-general shall pay for the mails at present conveyed by the above company the sum of 7 *d.* per mile.

7*d.* per mile.

(signed) *H. D. Harness,*
Lieutenant, Royal Engineers.
" *Robert Stephenson.*

TO the GREAT NORTH OF ENGLAND RAILWAY COMPANY.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled " An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned, Thomas William Earl of Lichfield, Her Majesty's Postmaster-general, do, by this writing under my hand, require and direct that the mails and post letter-bags shall, from and after the 6th day of April next, be conveyed and forwarded by you on your railway, either by the ordinary trains of carriages or by special trains, as need may be, from York to Darlington, and from Darlington to York respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times, and duration of stoppages and times of arrival, as are mentioned and set forth in the time-bill hereunto annexed; together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned; and I also require you, from and after the said 6th day of April next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in the train which will leave the York station at 7h. 20m. a.m. for Darlington, and also in the train which will leave the Darlington station at 3h. 34m. p.m. for York, for depositing therein the mails and post letter-bags, and for conveying the guards in charge thereof and other officers of the Post-office, as hereinafter mentioned; which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require. And I require and direct you to receive, take up, carry, and convey in such carriages respectively all such mails and post letter-bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office, and the guards

in

in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post letter-bags, guards, and officers at such places on the line of your railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct; and I further require you, from and after the said 6th day of April next, at your own costs, to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post letter bags, in manner hereinbefore directed, to the satisfaction of the Postmaster-general. And I give you further notice, that in respect of the services aforesaid, I shall require you to give security, by bond, to Her Majesty, her heirs and successors, conditioned to be void as in the said Act mentioned and provided.

(signed) *Lichfield.*

General Post-office, 18 February 1841.

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York and Darlington Railway Time-Bill.

| Distance. M. | Distance. F. | Time Allowed. H. | Time Allowed. M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be despatched from the Railway Station, York, at | 7 | 20 | a.m. |
| 13 | 6 | 0 | 38 | To arrive at Raskelf at - - - - - | 7 | 58 | – |
| 8 | 6 | 0 | 24 | To arrive at Thirsk at - - - - - - | 8 | 22 | – |
| 7 | 6 | 0 | 22 | To arrive at Northallerton at - - - - | 8 | 44 | – |
| 14 | 4 | 0 | 40 | To arrive at the Railway Station, Darlington, at - | 9 | 24 | – |
| 44 | 6 | 2 | 4 | | | | |
| | | | | Return. | | | |
| | | | | To be despatched from the Railway Station, Darlington, at - - - - - - - | 3 | 34 | p.m. |
| 14 | 4 | 0 | 41 | To arrive at Northallerton at - - - - | 4 | 15 | – |
| 7 | 6 | 0 | 21 | To arrive at Thirsk at - - - - - - | 4 | 36 | – |
| 8 | 6 | 0 | 23 | To arrive at Raskelf at - - - - - | 4 | 59 | – |
| 13 | 6 | 0 | 38 | To arrive at the Railway Station, York, at - - | 5 | 37 | – |
| 44 | 6 | 2 | 3 | | | | |

(signed) *Lichfield.*

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(No. 1775.)

Treasury Minute, dated 11 February 1842, on Report of Postmaster-general of 22d January 1842.

Write to the Postmaster-general, and with reference to the present Report, request he will cause my Lords to be supplied with information on the following points, viz.:

1st. The average weight of mail, including bags, conveyed in each direction by the Great North of England Railway.

2d. The amount of space in the railway carriage given up to the exclusive use of the Post-office.

3d. Whether any of the bags are placed on the top of the carriage.

4th. The number of guards or other officers of the Post-office who accompany the mail, and their duties; also whether they ride inside or outside the carriage.

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(4717/42.)

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 5 March 1842.

With reference to Sir Geo. Clerk's letter of the 15th ultimo, I have now the honour to transmit copy of a report from the Superintendent of Mail-coaches which will afford your Lordships the information required in regard to the conveyance of the mails on the Great North of England Railway.

I have, &c.

(signed) *Lowther.*

Appendix, No. 12.

Excessive Payments for Railway Mails.

Sir, General Post-office, 22 February 1842.

In accordance with the directions contained in the enclosed letter from the Treasury, I beg leave to state, that on the 18th and 19th instant I had the bags conveyed by the Great North of England Railway weighed, both at York and Darlington, and I now beg to forward the result:

| | *Cwts.* | *qrs.* | *lbs.* |
|---|---|---|---|
| On the 18th, from York - - - - | 6 | 1 | 24 |
| — 19th - ditto - - - - - | 9 | 2 | 2 |
| — 18th, from Darlington - - - | 4 | 0 | 2 |
| — 19th - ditto - - - - - | 3 | 3 | 20 |

Two compartments of a second-class carriage are appropriated for the conveyance of the mail-bags and guard, one being insufficient: the length of the space occupied is 10 feet, the width 6 feet 1 inch, and the height 5 feet 8 inches. No mail-bags are placed on the roof of the carriage.

One guard accompanies each train; his duty is to take charge of the bags, and to receive and deliver them at the stations on the line.

I am, &c.
(signed) *Geo. Stow.*

Lieutenant-Colonel Maberly,
&c. &c. &c.

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Memorandum on 4717/42.

The charge for railway conveyance necessarily depends very much on the space given up to the exclusive use of the Post-office. In some instances, the award shows that the charge is in direct proportion to such space, (*vide* No. 5647/42.) It is therefore obviously of great importance to reduce the space as much as possible.

In the present instance, two compartments of a second-class carriage, equal to the space required for 16 passengers, are appropriated for the reception of the mails. These compartments open at the side, as in an ordinary carriage, and the guard rides inside. This appears from other reports to be the ordinary arrangement.

It is stated that one compartment is insufficient, which, under the existing arrangement, I presume is correct; but I find that if the space were filled, which I imagine it might be if the guard rode outside, and the access were from the top, as in an ordinary mail-cart, one compartment would, at the low estimate of 7⅓ lbs. per cubic foot, (the data for which were supplied from the Post-office,) receive upwards of 11 cwt. of mail; whereas the maximum weight carried appears, from the Postmaster-general's report, to be only 9½ cwt., the average being about 6 cwt.

I have reason to believe that there is great room for economy in a general application of these views. Since the Post-office has been required, when reporting any award, to return the weight carried and the space occupied, I have observed that the latter is frequently excessive. As examples, I would mention the mails on the Crewe and Chester, and the York and North Midland lines. As regards the latter, it will be found that for the day-mails two compartments of a second-class carriage are set apart, although the maximum weight conveyed is only 2 qrs. and 24 lbs. Thus, for the conveyance of a weight not exceeding that of a passenger's luggage, and only one-third of that of the mail on the Glasgow and Ayr Railway, which is carried in an imperial, no less than 16 passengers are displaced, at a cost to the revenue of 1 *s.* 4 *d.* per double mile, instead, probably, of about 2 *d.*

10337/42.

12163/42.

I recommend, therefore, that the attention of the Post-office be called to these facts, and that they be directed to report as to the practicability of the economical improvements now suggested; and, looking to the importance of the subject, I beg to suggest the expediency of requiring the Post-office at the same time to make a return of the maximum and ordinary weight, and the space set apart for the exclusive use of the Post-office, as regards every railway mail in the United Kingdom, together with an exact statement of the weight of mail which a compartment of an ordinary second-class railway carriage and an imperial will respectively carry when filled.

I beg to add, that the preceding Report has been delayed in the expectation that my intended journey to Newcastle would have enabled me to inspect the arrangements for the conveyance of the mails on the Great North of England Railway.

2 August 1842. (signed) *Rowland Hill.*

## Appendix, No. 13.



### Crewe and Chester and North Midland Railways.

(3497/42.)

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 16 February 1842.

Having proceeded to an arbitration to determine the prices to be paid by the Post-office to the Grand Junction Railway Company for the conveyance of the mails over the Crewe and Chester line, I have now the honour to enclose for your information, copy of the award given by Mr. Wilson Patten, the umpire chosen by Lieutenant Harness and Mr. Locke, the arbitrators appointed respectively by the Post-office and the Railway Company.

Under this award, the Post-office is required to pay the sum of 7*l.* 4*s.* for the daily services performed on this line, according to a notice and time-bill served upon the company, dated the 14th July 1841, copy of which is enclosed; and at the same time, I beg to transmit copies of the correspondence which has passed on the subject between the arbitrators and the umpire, that your Lordships may know the peculiar circumstances of the case under which the decision has been given.

I have, &c.

(signed) *Lowther.*

TO the Grand Junction Railway Company.

Take notice, that in pursuance of the power vested in me by an Act of Parliament passed in the 1st and 2d years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned Thomas William Earl of Lichfield, Her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post letter bags shall from and after the 13th day of August next, be conveyed and forwarded by you on your railway between Crewe and Chester, either by the ordinary trains of carriages or by special trains, as need may be, from Crewe to Chester, and from Chester to Crewe respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times and duration of stoppages and times of arrival as are mentioned and set forth in the time-bill hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned; and I also require you, from and after the said 13th day of August next, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in the train which will daily leave the Crewe station, at 4h. 16m. a.m., for Chester, and also in the train which will daily leave the Chester station at 8h. 1m. p.m., for Crewe, for depositing therein the mails and post letter bags, and for conveying the guards in charge thereof and other officers of the Post-office as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require); and I require and direct you to receive, take up, carry and convey in such carriages respectively all such mails and post letter bags as shall for that purpose be tendered to you or any of your officers, servants or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post letter bags, guards and officers at such places on the line of your railway, as the Postmaster-general shall in that behalf, from time to time, reasonably order and direct; and I further require you, from and after the said 13th day of August next, at your own costs, to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post letter bags in manner hereinbefore directed, to the satisfaction of the Postmaster-general; and I give you further notice, that in respect of the services aforesaid, I shall require you to give security by bond to Her Majesty, her heirs and successors, conditioned to be void as in the said Act mentioned and provided. And I give you notice, that so much of the services required of you by a certain notice under my hand bearing date the 9th day of June last, as relates to the daily conveyance of the mails and post letter bags, guards and officers, from Crewe to Chester, by the train which will leave the Crewe station at 4h. 16m. a.m., for Chester, and from Chester to Crewe by the train which will leave the Chester station at 8h. 1m. p.m., for Crewe, shall cease and determine on and from the said 13th day of August next, and that from thenceforth the services required by this notice shall be substituted for such as are so to cease and determine.

General Post-office, 14 July 1841. (signed) *Lichfield.*

Appendix, No. 13.

Excessive Payments for Railway Mails.

## NIGHT MAIL.

*Crewe* and *Chester* Railway Time Bill.

| M. | F. | H. | M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be despatched from the Railway Station, Crewe, at - - - - - - - | 4 | 16 | A.M. |
| 21 | 0 | 0 | 48 | To arrive at the Railway Station, Chester, at - - - - - - - | 5 | 4 | A.M. |
| | | | | Return.—To be despatched from the Railway Station, Chester, at - - - | 8 | 1 | P.M. |
| 21 | 0 | 1 | 0 | To arrive at the Railway Station, Crewe, at | 9 | 1 | P.M. |

(signed) *Lichfield.*

LETTER from Commander *Bevis* to Lieutenant *Harness.*

Sir, Redwing, Liverpool, 29 October 1841.

HAVING been directed by my Lords Commissioners of the Admiralty to furnish you with certain returns relative to the passengers, &c. by the mail packets from hence to Kingstown, I beg herewith to enclose the same, and to observe, that although the 250 estimated to be left behind the first month after the new arrangements of sending the mails down to the Cheshire shore may appear large, yet I have reason to believe it is not far from the truth, as on one occasion there were 25 of that number. With regard to the comparative statements showing the loss in the amount of receipts, there can be no doubt, as it is taken from daily returns by the packets.

I am, &c.

(signed) *Thomas Bevis,* Commander.

A RETURN of the NUMBER of Cabin Passengers, Children, Servants, Soldiers, Carriages, Horses, and Dogs, conveyed from *Liverpool* to *Kingstown* by Her Majesty's Mail Steam Packets, between the 15th June and 18th September 1840, both days inclusive; and of the Receipts therefrom.

| Cabin Passengers. | Children. | Servants. | Soldiers. | Carriages. | Horses. | Dogs. | Receipts therefrom. |
|---|---|---|---|---|---|---|---|
| | | | | | | | £. s. d. |
| 1,726 | 69 | 182 | 18 | 39 | 12 | 20 | 1,954 10 – |

A RETURN of the NUMBER of Cabin Passengers, Children, Servants, Soldiers, Carriages, Horses, and Dogs, conveyed from *Liverpool* to *Kingstown* by Her Majesty's Mail Steam Packets, between the 15th June and 18th September 1841, both days inclusive; and of the Receipts therefrom.

| Cabin Passengers. | Children. | Servants. | Soldiers. | Carriages. | Horses. | Dogs. | Receipts therefrom. |
|---|---|---|---|---|---|---|---|
| | | | | | | | £. s. d. |
| 1,155 | 48 | 165 | 12 | 21 | 10 | 9 | 1,321 12 6 |

A RETURN

Appendix, No. 13.

Excessive Payments for Railway Mails.

A RETURN of the NUMBER of PERSONS who have complained of being left behind since the 15th June 1841, distinguishing the Number on each Day, so far as it can be obtained or estimated.

| DATE. | Number of Persons. | DATE. | Number of Persons. | DATE. | Number of Persons. |
|---|---|---|---|---|---|
| From June 15 to July 16 - | 250 | August 20 - | – | September 24 - | – |
| — 17 - | 2 | — 21 - | 2 | — 25 - | – |
| — 18 - | 2 | — 22 - | – | — 26 - | 2 |
| — 19 - | 1 | — 23 - | – | — 27 - | 1 |
| — 20 - | – | — 24 - | – | — 28 - | 2 |
| — 21 - | – | — 25 - | – | — 29 - | – |
| — 22 - | – | — 26 - | – | — 30 - | 3 |
| — 23 - | – | — 27 - | – | October 1 - | 2 |
| — 24 - | 4 | — 28 - | – | — 2 - | – |
| — 25 - | – | — 29 - | – | — 3 - | – |
| — 26 - | – | — 30 - | – | — 4 - | – |
| — 27 - | – | — 31 - | – | — 5 - | – |
| — 28 - | – | September 1 - | – | — 6 - | – |
| — 29 - | 1 | — 2 - | – | — 7 - | – |
| — 30 - | 5 | — 3 - | – | — 8 - | – |
| — 31 - | 1 | — 4 - | 4 | — 9 - | – |
| August 1 - | 1 | — 5 - | 2 | — 10 - | – |
| — 2 - | 1 | — 6 - | 3 | — 11 - | – |
| — 3 - | 1 | — 7 - | – | — 12 - | – |
| — 4 - | 1 | — 8 - | 3 | — 13 - | 9 |
| — 5 - | 1 | — 9 - | – | — 14 - | 2 |
| — 6 - | 1 | — 10 - | – | — 15 - | 1 |
| — 7 - | 1 | — 11 - | – | — 16 - | 1 |
| — 8 - | 6 | — 12 - | 2 | — 17 - | – |
| — 9 - | 5 | — 13 - | – | — 18 - | – |
| — 10 - | 1 | — 14 - | – | — 19 - | 7 |
| — 11 - | 3 | — 15 - | – | — 20 - | 9 |
| — 12 - | 2 | — 16 - | – | — 21 - | – |
| — 13 - | 1 | — 17 - | – | — 22 - | 11 |
| — 14 - | 6 | — 18 - | 7 | — 23 - | 1 |
| — 15 - | – | — 19 - | – | — 24 - | – |
| — 16 - | 1 | — 20 - | 7 | — 25 - | – |
| — 17 - | 2 | — 21 - | 4 | — 26 - | – |
| — 18 - | 1 | — 22 - | 1 | — 27 - | – |
| — 19 - | – | — 23 - | 2 | — 28 - | – |

TOTAL - - - - - - 389.

The numbers left behind the first month is estimated at 250; but from the unceasing complaints that took place, a daily account has been kept since; the number being ascertained by those who came down on the pier, or called at the office after the packet had sailed.

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A STATEMENT of the Number received on board from Open Boats during the same period, as far as it can be obtained or estimated.

GOING off in open boats has been almost a daily occurrence, but the number cannot be ascertained; in some cases, where the departure of the packet had been a few minutes before her time, the wheels have been stopped and the passengers taken on board. In other cases where she has been late in starting, the mails could not be detained, and the passengers have been compelled to return on shore at a most extravagant expense for boat-hire, and obliged to remain at Liverpool all the day, thereby transferring the revenue from the Government to private individuals.

(signed) *Thomas Bevis.*

Appendix, No. 13.

Excessive Payments for Railway Mails.

LETTER from Lieutenant *Harness* to Mr. *W. Patten*.

Sir, Chatham, 6 November 1841.

THE subject referred to arbitration by Her Majesty's Postmaster-general and the Grand Junction Railway Company, in which, at the request of Mr. Locke and myself, you consented to act as umpire, relates to the price to be paid for the trains conveying the mails between Crewe and Chester. I have been unable to agree with Mr. Locke respecting the award that should be made for this service, supposing it to be properly performed; and there are also circumstances connected with the performance which have induced me to decline making more than a merely nominal award, and it is necessarily therefore submitted to your judgment.

I will first call your attention to an estimate of the price which should be paid for this service, if the performance were unexceptionable, and afterwards to the circumstances which influence me in requesting you to award a very trifling payment.

By the Postmaster-general's notice, dated 5th May 1841, mails are required to be conveyed at the following times:—

| | H. M. | | | H. M. |
|---|---|---|---|---|
| To leave Crewe - | 4 16 A.M. | To arrive at Chester - - | 5 16 A.M. |
| Ditto - - - - - | 5 16 P.M. | Ditto - - - - - | 6 16 P.M. |
| To leave Chester - - | 8 1 P.M. | To arrive at Crewe - - | 9 1 P.M. |
| Ditto - - - - - | 3 0 A.M. | Ditto - - - - - | 4 0 A.M. |

By notice dated 20th May 1841, the time for the last of these trains is altered, and made as follows:—

| | H. M. | | H. M. |
|---|---|---|---|
| To leave Chester - - | 4 15 A.M. | To arrive at Crewe - - | 5 15 P.M. |

A third notice, dated 9th June 1841, combines the two, and is directed to the Grand Junction Railway Company instead of the Crewe and Chester; and a fourth, dated 14th July 1841, reduces the time allowed to the first of the above trains to 48 minutes, making it due at Chester at 5h. 4m., a.m.

The accommodation provided has been two compartments of a second-class carriage. The distance is 21 miles, and the gradients are very easy.

Between the 16th June and the 18th September, the receipts from general traffic between Crewe and Chester, as certified by the audit clerk of the Grand Junction Railway Company, amounted to 3,280 *l.*; of this sum 900 *l.* (taking the mean of two returns similarly certified) was obtained from the mail trains, leaving the receipts by the ordinary trains of the company about 2,380 *l.*; and as there are the same number of mails as of ordinary trains, the average receipt of each mail train is about three-eighths the average receipt of each ordinary train.

Three-eighths then of the expense of locomotive power may fairly be considered to be defrayed from the receipts.

The total cost of locomotive power to the Grand Junction Company for the half year ending June 1841, was 28,942 *l.*; and the miles run by their engines, exclusive of those run in obtaining coke, 386,895. The expense then of working an engine is 1 *s.* 6 *d.* per mile; and as the mail trains on the Crewe and Chester line could never require more than one engine, 1 *s.* 6 *d.* may be considered the expense of locomotive power.

The Grand Junction stock comprises 70 engines; the work therefore has averaged 5,527 miles per engine for the half year; and assuming the value of an engine and tender at 1,600 *l.*, of which the interest at five per cent. per annum would be, for six months, 40 *l.*, the addition to the expense of locomotive power, to return five per cent. on engine stock, must be 1¼ *d.*, or say 2 *d.* per mile.

A payment of 20 *d.* per mile, for power, may therefore be considered remuneration to the Grand Junction Company; and in evidence of the fairness of this price, I may remark that the North Union Railway Company have offered to provide locomotive power on the Lancaster and Preston line, at the rate of 21 *d.* per mile, and the latter company have refused this price as too high.

| | £. | s. | d. |
|---|---|---|---|
| I estimate it then at 20 *d.* per mile, and consider three-eighths to be defrayed from the receipts, leaving five-eighths to be paid by the Post-office, or 1 *s.* – ½ *d.* per mile, amounting on 84 miles, the distance run per day, to - - - - - - | 4 | 7 | 6 |
| Providing a second-class carriage for the mails, at the rate agreed to by the different Companies, or 84 miles at ½ *d.* per mile - | – | 3 | 6 |
| Toll, at ¾ *d.* per ton per mile, or for two compartments of a second-class carriage, weighing, probably, with the mail bags, about two and a half tons gross, 2 *d.* per mile - - - - | – | 14 | – |
| £. | 5 | 5 | – per day. |

The two first items are supposed to pay the company as carriers, and to allow five per cent. on their carrying stock; the third, or toll, is a contribution towards interest on capital in

in the road, maintenance, &c.; in short, towards all the expenses which would be defrayed from the tolls, if the carriers were unconnected with the proprietors of the road; and the above toll is sufficient to return, with a full traffic at the same rate, 10 per cent. on the capital in shares.

It will most probably however be said that I have adopted a rate of toll far too low; the following are the arguments employed in support of it in former arbitrations:—

"The Report of the Committee in 1839 recommended that the Post-office should be allowed to run its own trains free from toll, even when carrying a limited number of passengers. In the first arbitration, all return on the capital invested in the road was conceded, and when in discussing the Bill providing for the Conveyance of the Mails by Railways, an amendment was proposed by Sir James Graham, rendering it imperative on the arbitrators to consider the capital in the road in computing the price, he was met by a statement on the part of the Government, that in the event of his persisting in this amendment, they would move one embodying the contrary principle. It is thus left to the arbitrators to determine whether the Post-office shall pay any toll.

"After considering the subject carefully, it is my opinion that the Post-office should pay such a toll as would, with a full traffic at the same rate, pay 10 per cent. on the capital in shares. To award a higher toll than this would be unjust to the public, who ought not to lose the privileges granted to the mails on common roads, so far as they can be continued without real loss to the railway companies; and these companies, on the other hand, ought not to consider a price too low for the mail service, which, with full work at the same rates, would return a very high profit. The ordinary mode of judging whether a price is remunerative is to ascertain the return it would make with a full business; and it is the effect of competition to reduce prices to such rates as require a full business to make them remunerative."

In estimating the amount of the toll, I have assumed as a full traffic one passenger train every half hour from 6 a.m. to 10 p.m., and five luggage trains daily from each end. Mr. Glynn, in his evidence before the Select Committee on Railroads, page 17 of their First Report, takes a similar view of the capability of a line; the daily transit therefore of 3,600 tons, gross, including the weight of the carriages, or allowing for diminished traffic on Sundays, and during the winter months, 1,000,000 tons per annum, may be considered a full traffic for two lines of rails.

This traffic, at $\frac{3}{4}d.$ per ton per mile, the rate adopted in the preceding statement, would yield a revenue of 65,625*l.* per annum, which, after deducting 1,600*l.* (an extravagant allowance) for maintenance, rates, taxes, superintendence, police, management, &c., leaves 10 per cent. on the whole cost of the Crewe and Chester line.

In addition to the 5*l.* 5*s.* per day, Mr. Locke has urged on my consideration several other expenses:—

1. He considers an average deduced from the whole working of the engines on the Grand Junction line unfair as regards the short line between Crewe and Chester, and has pointed out, that in enginemen's wages there must be an extra engineman and fireman to work the mail train, owing to the inconvenience of the hours. I admit it, and add 12*s.* per day on that account, as solely chargeable to the Post-office.

2. He urges the following items in an account of the Crewe and Chester current expenses, prepared and certified by the treasurer of the Grand Junction line; and one-half of these I am also willing to admit:—

| | £. | s. | d. |
|---|---|---|---|
| Two Guards per annum | 109 | 4 | – |
| One Night-pointman, and one lighter of engine fires | 54 | 12 | – |
| One Night porter | 36 | 18 | – |
| Additional Porters, Watchman at tunnel, Guards' clothing, &c. | 275 | – | – |
| £. | 475 | 14 | – |

per annum, or 1*l.* 6*s.* 1*d.* per day.

3. He desires to introduce into the estimate an allowance for depreciation of stock; but when a company has not allowed for depreciation in their half-yearly statements, there can be no claim for such allowance in estimates like the present. Moreover, the last report of the Grand Junction Company, on which the estimate is founded, states their locomotive stock to have increased in value since the preceding half year to the amount of nearly 4,000*l.*, from general improvement in its condition. A rigid calculation, therefore, would diminish the expense of locomotive power, by deducting 4,000*l.* from the charge under that head for the half year, and the result would be lower than the price adopted by me by nearly 2 ½*d.* per mile.

I have now alluded to every item of expens brought to my notice on behalf of the company, and the estimate stands thus:—

| | £. | s. | d. | |
|---|---|---|---|---|
| Locomotive Power, Carriage and Toll | 5 | 5 | – | per day. |
| Extra Engine and Fire-man | – | 12 | – | „ |
| Extra Attendance, &c. on the line at half the amount stated | – | 13 | – | „ |
| £. | 6 | 10 | – | per day. |

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Excessive Payments for Railway Mails.

If there were no objection to the mode of performing the service, I consider that 6*l.* 10*s.* per day would be a proper remuneration for it.

I will now direct your attention to the circumstances which induce me to decline making any remunerative award.

In 1837 a company procured an Act empowering them to raise a sum of 333,333*l.* (250,000*l.* by shares of 50*l.* each, the remainder by loans), for the purpose of constructing a railway between Chester and Crewe; the Parliamentary Committee, after due inquiry, considered the traffic sufficient to justify this expenditure, and that the country required it.

In 1839, the line being nearly completed, the Grand Junction Company thought it necessary to prevent the competition likely to arise on the completion of a railway through Chester to Birkenhead, which, being about eight miles shorter in distance to the banks of the Mersey than their own, would afford to all persons connected with the shipping at Liverpool as good, if not a better, communication with Birmingham and London, than the northern part of the Grand Junction line. They therefore offered to purchase the line from Chester to Crewe, and, finally, the two companies were incorporated on the following terms:—The Grand Junction Company was empowered to raise 5,000 new shares of 25*l.* each, one of such shares to be appropriated to each holder of Crewe and Chester shares, for each share held, on which the full sum of 50*l.* had been paid up; and each proprietor of these new shares to receive in equal and proportionate parts with the proprietors of the shares of 100*l.* and of 50*l.* each already created in the Grand Junction Company (according to the number held, and sums from time to time paid up). The Grand Junction Company became responsible for all just debts of the Chester and Crewe Company, and bound themselves to complete the work.

The Grand Junction Company's shares being worth in the market 100 per cent. premium at the time of this transaction, they virtually bought up the shares of the Crewe and Chester line at par; and this is a tolerable proof that public confidence in the latter line had not abated.

In the hands of the Grand Junction Company, however, it is a railway without traffic. It is not the interest of this company that the traffic should be developed, and the Postmaster-general's order to transmit the Irish mails by Birkenhead having interfered with this policy, they have, as far as possible, without infringing the letter of the law, retarded the progress of the mails; put the passengers to inconvenience; charged them unjust fares; and, certainly from defective notice, but partly also probably by the effect of the above causes, occasioned a diminution in the receipts of the Government mail boat, and consequently in the national revenue.

On first receiving the order to carry the mails, they refused to let either engine or carriages go to Birkenhead. I do not attach much importance to stopping the former, and think them justified in their refusal; but rendering a change of carriages for the mails, passengers, and luggage, necessary at Chester, was most objectionable and unreasonable.

By the delay which this occasioned, and perhaps by increasing a little the speed of the Liverpool train, they were enabled to get the passengers for Ireland to the Liverpool wharf in time for many to pass by open boats to the steam-boat, while getting under weigh; but the detention occasioned by picking up passengers caused an order to be given that the mail boats should not cross over to Liverpool to take in passengers after leaving their moorings.

The Grand Junction Company next ordered that their engines and carriages should not run into the station of the Birkenhead Company at Chester, but stop in their own yard. There is some little distance between their stations, and the removal of the passengers and mail bags is rendered a more serious impediment than before.

Lastly, with respect to fares: although the first-class fare from Birmingham to Chester is printed in their bills at 18*s.*, they charge 22*s.* to each passenger to Chester by these trains, being only 1*s.* less than the fare from Birmingham to Liverpool by the same trains; and as 1*s.* of the latter is toll to the Liverpool and Manchester Company, the receipt of the Grand Junction is the same in both cases, while the passenger to whom this fare is charged, for a distance of 23 miles less, is put to much inconvenience; they have made no arrangement for booking him in London for Chester; he must change his carriage at Birmingham and book again; at Crewe he may possibly have to change his carriage, this having occurred several times, to the inconvenience of the passengers and detention of the mails; at Chester he has to secure a ticket, and to remove with his baggage from the station of one company to that of another.

It appears to me that some quibbling is necessary to make the fare demanded legal. The Chester and Crewe Act restricts the maximum fare of a first-class passenger to 3½*d.* per mile, about 6*s.* 5*d.* for that part of the journey; and as I read the Act for the Grand Junction line, the fare is restricted to a charge of 3*d.* per mile for passengers by the six inside first-class carriages, and 3½*d.* per mile for the four inside, or mail carriages; the return given at page 354 of the Appendix to the Fifth Report of the Select Committee on Railways, also states these fares to be the maximum "chargeable under the company's Act, 3 Gul. 4, c. 36 (including the use of carriages and locomotive power);" but it is now asserted that the company's fares are not limited, and also that although they only charge 14*s.* to a passenger leaving Birmingham for Crewe, they can charge 15*s.* 6*d.* to another, leaving at the same time for the same part of the line, but who is going on to Chester. There is an extraordinary contrast between the arrogant feeling which leads this wealthy company to oppose itself to the views and wishes of the Government, and the meaner one that prompts it to quibble on the words of an Act of Parliament, and exact an unjust fare for an ill-executed service from the passenger placed at its mercy.

Mr.

Mr. Locke denies my right to consider these circumstances; he wishes to confine the arbitration to the question of price for the services ordered; he considers the town of Liverpool hardly used by the removal of the packets to the opposite shore, and that the Grand Junction Company is perfectly justified in endeavouring, as the champion of the town, to thwart the views of Government, and in employing every means to preserve the traffic drawn off by the present arrangement at Crewe.

The Act of Parliament does not define what circumstances are, or what are not, to be considered by the arbitrators; and even if it did, I would contend that the principal advantage of arbitration is, that they are not fettered by the wording of an Act of Parliament, but that their decisions are to be equitable. I cannot acknowledge the right of the Grand Junction Company to monopolize the communication between Birmingham and the Mersey, but consider that after the Legislature has granted an Act, empowering a company to take property from individuals for the purpose of making a railway, with a view to public benefit, they are bound, if they purchase it, to work it fairly; that whatever facilities are afforded to the mail passengers for Liverpool and Manchester should be secured to those for Ireland; they should be booked in London, duly warned by proper notices in the booking offices of the necessity of going by Chester, and provided with a carriage to go without change to Birkenhead; if the line were independently worked this would be the case, and if under the present management the intentions of the Government are frustrated, or the revenue injured by the conduct of those who are working it, it is my duty to expose such conduct to the umpire, when the question of remuneration for the mail service is considered.

With respect to the town of Liverpool, it is a place of far too much importance for its just petitions to be read unheeded in the House of Commons; and if the Postmaster-general has without sufficient motive made the change in question, he is responsible for it to Parliament. A railway company ought not to be permitted to render his arrangements abortive, and at the same time be paid for complying with his instructions.

The complaints brought forward in the latter part of this statement have been made the subjects of correspondence by the Admiralty and the Post-office with the Lords of the Treasury, and by their direction they were referred to me, as proper subjects to be considered when the amount of remuneration had to be determined.

I enclose for your information a return of the receipts by the mail boat since the change in the route of the Irish mails, and also of the receipts during the corresponding period of last year, together with a statement of the number of persons left behind in consequence of the conduct of the railway company. From these documents I am led to believe that the loss to the revenue exceeds 2,000 *l.* per annum; and considering this loss, and also the receipts by the mail trains, on which the price to be paid for them depends, is also affected, think it would be just to reduce the award to about 1 *l.* per diem.

But besides the question of revenue, there is another of far more importance; the arrangements of the company prevent the people of Ireland from receiving those advantages which the Postmaster-general intended; this injury cannot be valued; and I trust, therefore, if you approve of the views taken by me of this question, you will make a merely nominal award of two or three shillings per diem.

I have, &c.
(signed) *H. D. Harness,*
Lieutenant Royal Engineers.

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CORRESPONDENCE between Mr. *Locke* and Lieutenant *Harness*, and between them and Mr. *Patten*.

My dear Sir, Manchester, 12 November 1841.

In your statement to Mr. Patten, you say, "That I consider the Grand Junction Company is perfectly justified in endeavouring, as the champion of the town (Liverpool), to thwart the views of the Government, and in employing every means to preserve the traffic drawn off by the present arrangement at Crewe."

Permit me to say, that you do not correctly represent my opinion on this subject. I have never considered the company to be justified in thwarting the Government, or in performing imperfectly those services which the Post-office Act authorises the Postmaster-general to require; and since I know that those services have been well performed (and you have offered no proof to the contrary), I feel that my individual opinion (whatever it may be) of the other differences between the company and the Postmaster-general may in the present discussion be very properly excluded.

You know that I consider some of the orders from the Post-office to be illegal, and if the company, acting under that belief, felt that by the operations of those orders their interests were likely to be prejudicially affected, they were not only justified, but, in my opinion, they were bound, as trustees of the property they manage, to protect themselves by every legitimate means.

It is only when the Government seeks its own interest at the expense of the company in an illegal manner, that I consider resistance justifiable; and not when it is merely exercising the powers of an Act of Parliament, which alone gives it any right to interfere.

The strong terms in which you have spoken of the conduct of the Grand Junction Company, render it imperative on me to request that the umpire (if he desires it) may be furnished with copies of the correspondence which has already taken place between the company

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company and the Postmaster-general on this subject, together with such explanations as either party may wish to offer.

I have deemed it prudent to send a copy of this letter to Mr. Patten, and

I am, &c.

Lieutenant Harness,
Royal Engineers, Chatham.

(signed) *Joseph Locke.*

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My dear Sir, Chatham, 15 November 1841.

If any part of my statement to Mr. Patten misrepresents your sentiments, I regret it exceedingly; but I should certainly draw the same inference from your letter, with respect to your opinion of what is and what is not justifiable on the part of the Grand Junction Company, that I have done from our discussions.

The opinions you expressed to me respecting the course pursued by the company, might be considered the same you were likely to hold before the umpire, and I had clearly, therefore, a fair right to allude to them in addressing him.

Believe me, &c.

J. Locke, Esq. &c. &c.

(signed) *H. D. Harness.*

In consequence of your letter, I have thought it necessary to write to Mr. Patten, and enclose herewith a copy of my letter.

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Dear Sir, Chatham, 15 November 1841.

In a letter which Mr. Locke has addressed to me, dated 12th instant, and of which you have received a copy, there is a remark that the mail service on the Crewe and Chester line has been well performed, and that I have offered no proof to the contrary.

I do not fully understand the import of this remark, whether intended to apply to what the Grand Junction Company appear to consider all that is necessary to do on receiving an order to convey the mails, or generally as to the assertions I have made respecting their conduct; and I think it right, therefore, to say, that I am ready to prove any assertion made in my statement, and shall be happy to do so, either in Mr. Locke's presence, or in any way you think proper. I hope to be at Preston on Wednesday morning, and shall be glad to receive there your further instructions on this point. A letter addressed to me at the Post-office, Preston, will reach me.

Believe me, &c.

J. Wilson Patten, Esq. M.P.
&c. &c. &c.

(signed) *H. D. Harness.*

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Dear Sir, London, 19 November 1841.

The enclosed letter I have felt it necessary to send to Mr. Patten, together with the correspondence between the company and the Post-office on the subject referred to in your statement. There is not time to-day to send you copies of this correspondence, but to-morrow it shall be done.

I am, &c.

Lieutenant Harness,
Royal Engineers, Chatham.

(signed) *Joseph Locke.*

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Dear Sir, London, 19 November 1841.

From the remarks contained in Lieutenant Harness's letter to you of the 15th instant, that as regards the conduct of "the directors of the Grand Junction Railway Company, he is ready to prove every assertion made in his statement," it becomes my duty to request that the opportunity to make the proof he solicits may be afforded to that gentleman.

I have in my former communications endeavoured to exclude from our consideration all matters that did not strictly come within the limits of our inquiry; and it was with great regret that I saw in the statement of Lieutenant Harness much personal remark, many strong and uncourteous expressions, and several statements made, which I believe to be entirely without foundation.

I did not wish, however, to find any provocation in those remarks, and even in my letter to Lieutenant Harness of the 10th (a copy of which I forwarded to you), I was unwilling to force upon your consideration a disagreeable inquiry, which was foreign to the object for which you kindly consented to act as umpire, and I therefore, in offering to furnish you with the correspondence between the Post-office and the company, wished you to exercise a discretion whether such an inquiry was or was not at all necessary. The reply of Lieutenant Harness to that letter leaves me now no alternative but that of calling your attention to the charges made by that gentleman against the directors, and requesting you to be good enough to state, in your award, whether the services demanded by the Postmaster-general,

general, pursuant to the notice of the 14th June, have or have not been well performed by the company; and whether the charges of which the directors complain, have either any foundation in fact, or have any connexion whatever with the subject of this inquiry.

Although I continue to entertain the same strong opinion against the impropriety, and the right to bring before you, as umpire, such statements as those which are now complained of, I feel, nevertheless, that since it is not improbable some use may hereafter be made of the document which contains them, the company's interests might be seriously injured if those statements were suffered to remain uncontradicted.

I have not allowed my office as arbitrator to prevent me from communicating with the directors on a point which affects themselves as managers of a great public work; and I have received from them express instructions to deny most unequivocally the charges which have been brought against them.

They protest, too, in the strongest manner against the right of Lieutenant Harness to inquire into or animadvert on the internal conduct of this or any other company, in their capacity as carriers, unconnected with the transmission of the mails.

They have forwarded to me the enclosed correspondence between themselves and the Postmaster-general, and they confidently appeal to it to prove, that so far from having felt or shown any desire to thwart the Government in forwarding the mails, they have offered accommodation and facilities which have never been accepted by the Post-office authorities.

To this correspondence I will not at present add one word, for I am satisfied that you will agree with me in thinking the conduct of the directors needs no defence.

I cannot, however, omit to express my strong disapprobation of the course pursued by Lieutenant Harness on this occasion. There is no clause in the Post-office Act which gives him the right to arraign the conduct of a company on matters which have no connexion with the simple object of the inquiry. We were appointed arbitrators solely under the powers of that Act, to ascertain what is the proper price to pay the company for carrying the mails to and from Chester and Crewe; and I contend, that the extraneous matter regarding the company as carriers, their fares, accommodations to passengers, the running of engines and carriages on other lines than their own, have been most improperly introduced into this discussion. The attempt to fix on the company the losses which the Government has sustained, by changing the point of departure of the steam-boats from Liverpool to Birkenhead, is too ridiculous to be seriously treated; and I am surprised that Lieutenant Harness should not have discovered a much more legitimate cause for those losses in the order which he says was given by the Government, that the boats should not take up passengers from Liverpool after they had left their moorings at Birkenhead.

The real question for our consideration is, have the mails been carried at the times stated in the notice before alluded to? I have already offered distinct proof that they have been uniformly and regularly so carried, and it is on this fact (which is uncontradicted) I rest my claim.

Should you be of opinion, that in addition to the correspondence, it is desirable to proceed further with the investigation of the extraneous matter brought before you by Lieutenant Harness, then I will beg the favour of your so informing me, and of your affording to the directors the opportunity (which they are most anxious to have) of disproving the statements of Lieutenant Harness altogether.

J. Wilson Patten, Esq. M. P.
Bank-hall,
Near Warrington.

I am, &c.
(signed) *Joseph Locke.*

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CORRESPONDENCE alluded to in, and accompanying Mr. *Locke*'s Letter of 19 November 1841.

(1.)

Sir, General Post-office, 7 June 1841.

As the Postmaster-general has been given to understand, from a report that has been made to him by the superintendent of mail coaches, that owing to feelings of hostility prevailing between the Grand Junction and the Chester and Birkenhead Railroad Companies, great obstruction is likely to arise to the public service, and that the dispatch of the packet to Ireland will be delayed to the extent of 15 or 20 minutes, unless the carriages and engines of the Grand Junction Company shall be permitted by the directors to run over the Chester and Birkenhead line, he has directed me to communicate with you on the subject, and to express his hopes that the Grand Junction Company (whatever course they may adopt with other trains) will not permit any such feeling to interfere with that train which conveys the mails, and that they will not deprive the people of Ireland of the great advantage which they would otherwise derive from the use of the Crewe and Chester, and the Chester and Birkenhead Railways, by insisting on a change of carriages and engines at Chester.

The Secretary of the
Grand Junction Railway Company,
Liverpool.

I am, &c.
(signed) *W. L. Maberly.*

Appendix, No. 13.

Excessive Payments for Railway Mails.

(2.)

Sir, Grand Junction Railway, Liverpool, 8 June 1841.

I HAVE the honour to acknowledge your letter of the 7th instant, stating that the Postmaster-general has been given to understand, that owing to feelings of hostility prevailing between the Grand Junction and the Chester and Birkenhead Railway Companies, great obstruction is likely to arise to the public service, and that the dispatch of the packet to Ireland will be delayed to the extent of 15 or 20 minutes, unless the carriage and engine of the Grand Junction Company be permitted by the directors to run over the Chester and Birkenhead Railway, and therefore communicating from the Postmaster-general his Lordship's hope, that the Grand Junction Company will not permit any such feeling to interfere with that train which conveys the mails, and that they will not deprive the people of Ireland of the advantage that they would otherwise derive from the use of the Crewe and Chester, and Chester and Birkenhead Railways, by insisting upon a change of carriage and engine at Chester.

I am directed by the directors, in the first place to express their extreme astonishment at this communication, and to request that the Postmaster-general will allow them to refer, not only to their reception of his Lordship's commands regarding the service now under immediate consideration, but also to all their previous dealings with his Lordship, in refutation of the idea that they had ever allowed or would allow feelings of hostility to any party to interfere for a moment with their proper discharge of any public service required of them.

I am in the next place to state, for the information of his Lordship, that no feelings of hostility exist on the part of this company towards the Chester and Birkenhead company; and then to request his Lordship's consideration of the facts as they have actually occurred with respect to the pending arrangements, viz. the conveyance of the mails from Crewe.

His Lordship's formal notice (pursuant to Mails on Railway Act) was given to this company on the 10th ultimo, requiring them to convey the mails from Crewe to Chester, and from Chester to Crewe, on and after the 14th instant, at stated times.

Upon receipt of this notice, the directors communicated their readiness to arrange for performing the service as required.

His Lordship subsequently decided upon an alteration of the time of one of the trains, and asked the directors to waive, as regarded it, the usual notice to which the Act of Parliament entitled them, which was at once most cheerfully done.

His Lordship having also (pursuant to this company's application) specified the kind of carriage to be provided for the mails, immediate arrangements were made by this company for its preparation; and in the meantime his Lordship had given the Birkenhead and Chester Railway Company the usual notice, requiring them to carry the mails on the 14th of June along their railway between Birkenhead and Chester.

The directors of this company having heard nothing more upon this subject, do not feel that it can with justice be imputed to them that they have, in this any more than in any other, caused or intended any obstruction to the public service, having done not only all that the Postmaster-general has, in fact, ordered, but more; for in the interview which I recently had (only on Thursday last) with the superintendent of mail-coaches, Mr. Stow, on this subject, after some unofficial conversation with him, which led to my consulting the chairman of the directors on this subject, Mr. Stow's suggestion (of which no person connected with the company had ever before then heard), that this company were expected to carry the mails not only over their own line between Chester and Crewe, but also over the Chester and Birkenhead, I officially informed Mr. Stow, by the chairman's orders, that if the Postmaster-general required still further services from the company beyond those hitherto communicated to them, Mr. Stow had only to state them in writing, and a special meeting of the Board should be immediately convened on the subject.

Having now recapitulated at length (for which I must offer many apologies) all the facts of the case, which is the subject of your letter of the 7th, I am only further instructed by the directors to inform his Lordship the Postmaster-general, that, as they have done in all other cases where it has been required of them, they are ready on the present occasion not only to attend to his Lordship's wishes as regards their own line, but also to allow their carriage containing the mails to run over the Chester and Birkenhead Railway, upon fair terms, to be settled between this company and the Post-office by arbitration, in the usual way, as I gave Mr. Stow to understand they probably would, at our interview on Thursday.

As regards engine power, however, upon the Chester and Birkenhead line, over which the company have no trains running, and over which, or the station, or arrangements connected with it, they have no control, the directors do not see any real necessity for this company's being dealt with differently from all other railway companies, by being required to provide engines beyond their own line; since a change of engine at Chester would be moreover the work of a few minutes only, or at all events not for a longer time than must necessarily be occupied by supplying their engine with water and coke, if it had to proceed beyond Chester; besides that, a prudent regard to the interests committed to their charge would influence the directors, even in a case of greater necessity than the present, to confine their engines and servants, if possible, to the working of the line over whose arrangements the directors have the necessary control.

I have, &c.

(signed) *E. J. Cleather*,
Manager.

Lieut.-colonel Maberly,
&c. &c. &c.

(3.)

Sir, General Post-office, 19 June 1841.

I HAVE laid before the Postmaster-general your letter of the 8th instant, and I am commanded to acquaint you that his Lordship is glad to find that he has been misinformed on the subject; but as it is generally reported that there are feelings of hostility between the Grand Junction and the Chester and Birkenhead Railway Companies, his Lordship has thought it right to send copies of the correspondence that has passed on this subject to the postmasters of Liverpool and Chester, in order that the prevailing misrepresentations may be corrected.

I am, &c.
(signed) *W. L. Maberly.*

Capt. Cleather, Acting Manager
Grand Junction Company, Liverpool.

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(4.)

Sir, Grand Junction Railway, Liverpool, 23 June 1841.

I HAVE to acknowledge the receipt of your letter of the 19th instant, conveying the satisfaction of his Lordship the Postmaster-general at the communication which I had the honour of addressing to you on the 8th instant.

I beg leave to state that your letter has this day been submitted to the directors at their usual meeting of the Board.

I am, &c.
(signed) *E. J. Cleather,*
Manager.

Colonel Maberly,
&c. &c. &c.

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(5.)

Sir, General Post-office, 14 July 1841.

I REGRET to find that the Grand Junction Company do not convey the mail and passengers in their own carriages over the Chester and Birkenhead line, as they led the Postmaster-general to expect by their letter, and I trust they will give me an assurance that this shall be immediately done, and the delay arising from change of carriages thus avoided.

I am, &c.
(signed) *W. L. Maberly.*

The Secretary, Grand Junction Railway
Company, Liverpool.

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(6.)

Sir, Liverpool, 23 July 1841.

I HAVE laid your letter of the 14th instant before the directors, at their meeting on Wednesday, (the first meeting since its receipt,) and I am instructed to state that they are quite at a loss to account for your statement, that they have neglected to do what they led the Postmaster-general to expect they would do.

So far as they know or can ascertain, they have not, nor have any of their officers, done any thing to lead his Lordship to expect that they would provide carriages for the conveyance of passengers over the Chester and Birkenhead Railway; and I am ordered with reference to this point to remind you, in the statement made in my letter to you of the 8th June last, that with that line the company never had, and have not now, any thing whatever to do. With regard, however, to the box, or carriage, constructed by his Lordship's orders for conveying the mail bags, (and to which, and the supply of locomotive power, his Lordship's former communication to the directors was confined,) I am instructed to repeat the offer contained in my letter to you of the 8th June last, viz. that such mail carriages may be passed over the Birkenhead and Chester line on his Lordship's signifying a wish to that effect, upon fair terms, to be settled between this company and the Post-office; indeed, as I have personally explained to Mr. Banning, the postmaster here, last week, the company have, as regards the latter point, been waiting only his Lordship's answer to their offer abovementioned. The directors further direct me to take this opportunity of acknowledging the Postmaster-general's notice of the 14th instant, diminishing very considerably the time allowed for conveying one of the mails over the Crewe and Chester branch, with reference to which I am to submit to his Lordship the directors' objection to the urging of this, a night mail train, beyond the speed already assented to by his Lordship for the day mails, over this newly formed line, and also beyond "the speed prescribed by the directors for the conveyance of passengers by their first-class trains," and I am to add that the company's principal engineer has reported to the directors against the propriety of the speed being so increased.

I have, &c.
(signed) *E. J. Cleather,*
Manager.

Colonel Maberly, &c. &c. &c.

Appendix, No. 13.

Excessive Payments for Railway Mails.

Dear Sir, Chatham, 29 November 1841.

THE charges brought by me against the Grand Junction Railway Company, as affecting the case submitted to your judgment, are,—

1. That they obliged the mails and passengers for Birkenhead to change carriages at Chester.

2. That they have prevented their carriages from entering the station of the Birkenhead Company at Chester.

3. That by not supplying a sufficient number of carriages for the Birkenhead, or rather Chester, passengers at Birmingham, a change of carriages has occasionally been rendered necessary at Crewe.

4. That they have charged the passengers from Birmingham to Chester, by the night mail, a fare of 22 *s.*, the published fare being 18 *s.*

The first of these is proved by the correspondence of which Mr. Locke has supplied you with a copy. It is also proved by the same evidence as the second.

Documents, from which the following extracts were taken when they were submitted to me, convinced me of the truth of the first, second, and third of the above.

Extract from Crewe to Birkenhead Railway Time Bills of the 20th September 1841 :

"Detained at Crewe for an extra carriage, which had to be drawn from the sheds a long distance after the down train had started.

"Detained at Chester through an alteration being made by the Grand Junction Company, in stopping the train from Birmingham from running into the Birkenhead Company's yard. The bags and luggage have to be carried a considerable distance, and not sufficient help. (signed) *Johnson*, Guard, General Post-office. 27 September 1841."

Mr. Dickens, of the General Post-office, being sent to inquire into these circumstances, the following is an extract from his report :—

"There is but one carriage attached to the train at Birmingham for Chester, and when there are more passengers than that carriage will contain, they are conveyed to Crewe in a Liverpool and Manchester carriage; and on those occasions, a second cariage would be required between Crewe and Chester, in addition to the one mail bags and guard are conveyed in. I should inform you that the second carriage in question cannot be moved from the shed, (which is, I think, nearly a quarter of a mile from the station,) until the Manchester and Liverpool have passed the points beyond the shed; but it might be moved previous to the London mail's arrival, and left upon the side-rails at the south end of the station; but as a second carriage is but seldom required, it appears they leave it in the shed until they know whether it is wanted or not; and this caused the detention at Crewe.

"The detention at Chester, on the same morning, was in consequence of the Grand Junction Company having for the last month past discontinued running their train into the Birkenhead station at Chester, the inconvenience of which is great. On a Sunday or Tuesday morning, when the sacks for Dublin are generally very heavy, and several passengers with their luggage are to be transferred, as on the morning in question, causeth a detention."

Considering that the detention at Crewe might have been a single instance of detention from this cause, I wrote to Colonel Maberly to ask how often it had occurred within the last six weeks, and was informed in reply that it had happened three times, viz. 10th August, 5th and 21st September. These dates were given by me to Mr. Locke, at Liverpool.

With respect to the last charge, I offer my own evidence; it also corroborates all the preceding, with the exception of the change at Crewe.

On the evening of the 20th October, I left London for Liverpool, and to assist my judgment in the case referred to arbitration, went by Birkenhead. In the booking-office at the London station, I asked for a ticket to Chester, but was informed I could only have one to Birmingham. At Birmingham I obtained a ticket for Chester, and was charged 22 *s.* for it. At Chester the train stopped at the offices of the Grand Junction Company, and I had to walk to those of the Birkenhead Company.

On arriving at Liverpool I requested Captain Bevis, the commander of the mail packets, to ascertain what fare the passengers on board the mail boats had paid for the journey from Birmingham to Chester (thinking it possible that the charge might have been an imposition of the booking clerk on me individually); Captain Bevis caused the inquiry to be made, and informed me that it was 22 *s.* I brought the circumstance before Mr. Locke at Liverpool, and he admitted it to be the act of the company.

When forming my own opinion on this case the time given for the Liverpool and Birkenhead mail trains in Bradshaw's Time Tables for the three months, September, October and November, perplexed me; I accordingly applied to the Post-office for the correct times of these trains throughout. They are as follows:

| | H. | M. | |
|---|---|---|---|
| Leave London - - - - - - - | 8 | 30 | p.m. |
| – Birmingham - - - - - - - | 1 | 50 | a.m. |
| Arrive at Crewe - - - - - - | 4 | 11 | „ |
| – Liverpool - - - - - - - | 6 | – | „ |
| – Birkenhead - - - - - - - | 6 | 4 | „ |

Although

Although you have not desired me to enter upon the proofs of the assertions I have made, it has become necessary for me to show on what grounds I made them. I regret exceedingly that my duty should have compelled me to make them, and to render so painful the question submitted to your judgment.

Believe me, &c.

J. Wilson Patten, Esq. M.P. (signed) *H. D. Harness.*
&c. &c. &c.

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Dear Sir, Chatham, 29 November 1841.

I ENCLOSE in great haste a copy of a letter sent by me this morning to Mr. Patten.

Yours, &c.

J. Locke, Esq. &c. &c. (signed) *H. D. Harness.*

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Dear Sir, London, 1 December 1841.

LIEUT. HARNESS has sent to me a copy of his letter to you of the 29th instant, and although I feel no disposition to prolong a discussion on the matters of difference between us, I cannot forbear to state, that so far from the correspondence which I have furnished to you supporting the charge "that the company obliged the mails and passengers to change carriages at Birkenhead," it proves, as far as regards the mails, the very contrary; for one of the letters contains a distinct offer from the directors to permit their mail carriage to run to Birkenhead, if the Postmaster-general required it.

This fact distinctly negatives the position taken by Lieut. Harness, for it shows on the contrary a desire on the part of the directors to give even more accommodation to the Post-office than the authorities thought proper to accept.

The evidence now tendered in the shape of an extract from the journal of Johnston the guard, was certainly mentioned to me in Liverpool; and on reference to the company's time and way-bills, I found that, on those very occasions, the trains still arrived at Chester within the proper time. Indeed, as I have stated before, neither on these occasions nor on any other, has any complaint been received from the Post-office of a single late arrival at Chester. This fact was stated to Lieut. Harness, at Liverpool, by the secretary.

As regards the conveyance of the mails, there is no further evidence in support of the very grave charges made by Lieut. Harness against the directors; and with respect to the other questions of changing and attaching carriages, making use of the station of another company, charging too high fares, &c. the directors, as you already know, are most anxious not only to justify their own conduct, but to show how unfairly and unjustly that conduct has on this occasion been impugned.

It rests with you to accept or refuse these proofs, but as I believe they have nothing to do whatever with the real question submitted to you, it is not my intention, in my capacity of arbitrator, to force their consideration upon you. My former letter will have told you, however, that the directors have given me express instructions to state their desire to have a hearing.

I am, &c.

J. Wilson Patten, Esq. M.P. (signed) *Joseph Locke.*
Warrington.

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LETTER from Mr. *Locke* to Mr. *J. W. Patten.*

Sir, London, 6 November 1841.

THE question which I have now the honour to submit to you as umpire arises out of an inquiry referred to Lieut. Harness and myself, as to the price to be paid by Her Majesty's Postmaster-general to the Grand Junction Railway Company for conveying the mails on the Chester and Crewe Branch Railway. I need not observe that Lieut. Harness and I, acting as arbitrators in this case, have entertained somewhat different views, and hence the necessity of referring it ultimately for your decision.

Before proceeding to show on what ground it is, that I as arbitrator vindicate and support the claim made by the Grand Junction Company, it may be necessary to consider the peculiar position of that company in reference to the traffic on the Crewe and Chester line. Before the establishment of that line, and up to the time when the Post-office notice came into operation, the Grand Junction Company was in possession of all the Irish passenger traffic, along the entire distance of their line, to Liverpool; the natural or legitimate traffic of the branch being carried on by day trains, as it is still obliged to be done, notwithstanding the extra trains, required only for the Post-office service. The object, however, of the Postmaster-general in giving that notice was not only to require the company to put on trains for carrying the mail bags, but (as he at the same time determined to start the mail steam-packet from the Cheshire shore of the Mersey at Birkenhead) to compel the company to transfer some of the Irish passengers from the parent line on the branch, although unfortunately he left with the company the necessity of continuing as before, the mail train to and from Liverpool, as well as the day trains to and from Chester, thus in

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effect compelling them to run two trains by different routes for one and the same traffic, one only being necessary, as far at least as the company were concerned; and as regards the Chester traffic, compelling them to run trains which were uncalled for.

In bringing this matter before you, I have two objects in view. Firstly, to submit to your consideration, whether I might not be considered right in considering the company fairly entitled, by reason of this division and diversion of traffic, to have these Chester and Crewe trains considered as special Post-office trains, the total cost of which, together with a reasonable amount of profit, should be paid by the Postmaster-general; and, secondly, and more especially, because I understand it is the intention of Lieut. Harness to charge the company with throwing obstructions in the way of passengers using or wishing to use the branch line, which he assumes to be the fact, for the purpose of basing upon that assumption an opinion that therefore the company ought to be paid little or nothing for carrying the mails now in question.

In the first place, if the company be not entitled to ask for compensation for the loss of trade, consequent on their being compelled to run the mail trains *viâ* Chester, without any necessity whatever unless for the Post-office, it must be on the assumption that the Chester line being opened, it should, notwithstanding its ownership, be looked upon as an independent and competing line to the Grand Junction. If then this view were to be admitted, it would inevitably and clearly follow, that all the expenses of working the Chester and Crewe, must for the present purpose be calculated on the assumption that it should derive no advantage in that respect from its connexion with the Grand Junction line, its competitor. My case, therefore, would be confirmed rather than damaged, if this view were to be taken. It is difficult, however, to separate the expenses of the two lines, particularly in the item of locomotive power, and it will be for you to say, on a careful consideration of the whole circumstances, what allowance shall be made on either view of the case; that is to say, either considering the Chester and Crewe as an independent and competing line, notwithstanding its ownership, or as part of the main line, such part being made by the Postmaster-general almost destructively expensive, as regards working, to such main line.

I should not have alluded to the charge made against the company, as to obstructing the trade over the Chester and Crewe (conceiving the utter improbability, on grounds of self-interest, of such a scheme, as a sufficient answer to any such allegation), had I not been assured of the intention of Lieut. Harness to bring it before you as his ground of objection to the company's claim on the present occasion. In doing this, however, it becomes my primary duty to protest most emphatically against any statement being given to you calculated to prejudice the Grand Junction Company, unless it bears upon their performance of the service required of them in the Post-office notice before referred to, and with which alone you and we have to deal.

I believe the late Postmaster-general even called upon the company to run their engines and carriages from Chester along the Birkenhead Railway to Birkenhead, which, for certain reasons (I suppose valid), they have not done, although they have fully complied with all the demands which he was authorised by the Act of Parliament to make. Whether, however, the Postmaster-general was entitled to make such a demand, or whether the company was right in refusing it, is not, I must again say, within the limits of our present inquiry; for it is not mentioned in the notice submitted to us, and we might with equal reason take up any other disputed question as to the company's mode of conducting their business; I will only say that I think it would be difficult to find in the Act of Parliament any clause on which such a demand could be sustained, even supposing that it was in itself as reasonable as it in fact appears to be the contrary. I can well understand that it would be very desirable to the Post-office that their new steam-packet from Birkenhead should have a large number of passengers by these trains, in order to make up for the loss it sustains by not starting as heretofore from Liverpool, and to lessen in that way the heavy extra expense which I understand has been the consequence of the new system; but in this light, if put forward by the Post-office, they must, as I said before, be ruined as competing carriers with the Grand Junction Company, and they therefore cannot be considered fairly to exercise any control over the passenger arrangements of the latter. The only object of such control, if obtained by the once competitor, being to injure the other, and to prevent the competition, though the public gain by it. Viewing the matter in this limited, and, as I contend, objectionable way, each party as carriers are entitled to use all legitimate means for their own due protection, and the Mails on Railways Act, never could have been intended to give the Postmaster-general a power by which he could so materially prejudice the rights of any company to whom he might choose to oppose any Post-office interests.

The real questions, then, before us are, as I submit, have the Grand Junction Company complied with the terms of the notice, and to what compensation are they entitled in respect of it?

Lieut. Harness and I have had the undisputed testimony of the company's secretary, that from the time the notice was received to the present moment there has not been a single complaint of a train being late, and therefore we are entitled to consider that the service has been well and faithfully performed.

On reference to the notice (which is dated 9th June 1841, and signed "Lichfield," and of which a copy is herewith sent), you will find that two departures from Crewe and two from Chester are required every day; and in pursuance of that notice two second-class carriages have been fitted up, as ordered by the Post-office, as vans, for their special use, conveying not only the bags, but also such servants of the Post-office as the Postmaster-general may choose to send in charge of them. I may as well just observe, that if it is urged

that

that two-thirds only of each of these vans are used, it is replied, that as the company does not carry second-class passengers by those any more than by their other mail trains, the remaining part of the carriage is of no use to them whatever.

The times of departure are—

| | H. | M. | | | H. | M. |
|---|---|---|---|---|---|---|
| From Crewe at | 4 | 16 A.M. | to arrive at Chester at | | 5 | 16 |
| Ditto | 5 | 16 P.M. | ditto | ditto | 6 | 16 |
| From Chester | 4 | 15 A.M. | ditto | Crewe | 5 | 15 |
| Ditto | 8 | 1 P.M. | ditto | ditto | 9 | 1 |

The length of line is 21½ miles.

It appears from the above that a train is required to start for each end of the line at the early hour of a quarter past four in the morning. This requires the service of two engines with tenders, and two sets of attendants (engineers and firemen), and thus the night expenses are very unusually large in proportion to the work done. The passenger receipts by the four mail trains have averaged only 2 *l.* 6*s.* 4*d.* per train, showing that they are not of the slightest value to the company, but much the contrary; and even this trifling amount of traffic, it is most important to remember, is traffic which the Postmaster-general, by his new arrangements, has diverted from the main line, the company still being obliged to run all the trains they formerly did on the branch, notwithstanding these Post-office arrangements. It was then shown to Lieut. Harness and me as arbitrators, that the expenses of the Chester and Crewe branch are greater than the entire receipts, even when all the passengers by mail trains are calculated at 6*s.* 6*d.* each.

These expenses, nevertheless, have by much arrangement been kept down to 4*s.* per mile run (exclusively of night expenses, which are incurred specially and exclusively for Post-office service), which is considerably lower than the expenses on the main line. This, however, evidently arises from the connexion of the two lines, the use of the great establishments of the trunk being extended to the branch; without this advantage the expenses in all probability would amount to 5*s.* per mile. In other words, it would cost the Post-office, if they did the work themselves, at least 5*s.* per mile; and the company may therefore fairly contend for the latter amount on the present occasion.

Since there is only one carriage attached to the Post-office van of each of these mail trains, it is fair to charge one-half at least of this expense to the Post-office, and the amount will stand thus:—

| | £. | *s.* | *d.* |
|---|---|---|---|
| Eighty-six miles at 2*s.* 6*d.* | 10 | 15 | – |
| Special expenses admitted by Lieut. Harness, and applicable to every view of the case | 1 | 12 | – |
| Making, without profit £. | 12 | 7 | – per day. |

A profit, however, the company are certainly entitled to, as was admitted practically in the debates on the Mail on Railroads Bill, and the amount to be allowed for this profit in addition to the 12 *l.* 7*s.* per day, will remain for your consideration.

There is another way of making an estimate of the service for which you are now to award compensation, which (although the most unfavourable to the company) I wish to bring before you, viz. to allow 4*s.* per mile, and the extra expenses (1 *l.* 12*s.* per day), and to charge the whole of this to the Post-office, giving them credit for the passenger traffic, and allowing the company such fair amount of remuneration or profit as you may think right. In this view, the account would stand thus:—

| | £. | *s.* | *d.* |
|---|---|---|---|
| Eighty-six miles at 4*s.* | 17 | 4 | – |
| Extra, night expenses | 1 | 12 | – |
| £. | 18 | 16 | – |
| Less passenger receipts on four trains, at 2 *l.* 6*s.* 4*d.* | 9 | 5 | 4 |
| | 9 | 10 | 8 |
| Toll, ½*d.* per ton per mile on four tons, at 6*d.* | 2 | 3 | – |
| £. | 11 | 13 | 8 |
| Amount of profit, to be fixed by you | | | |
| Total per day £. | | | |

Whichever of these modes be adopted, it cannot, I think, be said that either of them is unfair, unless indeed it be that sufficient allowance is not made to the company in the item of 2 *l.* 3*s.* per day, or 784 *l.* per annum, which is all they would get in respect of these four daily and nightly trains, to enable them to support a railway which has cost 400,000 *l.*

If it be necessary to look for a precedent by which to guide us in the inquiry, there is the case of the Lancaster and Preston Railway, which so nearly resembles this, that I cannot omit to mention it.

Appendix, No. 13.

Excessive Payments for Railway Mails.

The number of trains on that line is four; the precisely corresponding number to those now under consideration. The down-mails leave Preston at 8 a.m. and 8½ p.m., and the up-mails leave Lancaster at 2 a.m. and 5½ p.m. These hours are far more favourable for passengers travelling than those on the Chester and Crewe line, and the receipts of the former company are more than double those of the mail trains on the latter. The price fixed by Lieut. Harness and myself for that service, on a line which is a mile shorter than the Chester and Crewe, exceeds the sum now demanded by the Grand Junction Company, and therefore, if precedent is to go for anything, I may most fully assure myself of your acquiescence in my opinion on this present occasion.

Whether, therefore, we appeal to cases already decided (and that too by the very same parties) or to the actual expenses necessarily incurred in working the trains now under consideration, there appears a most unusually strong justification for the claim made by the company, and which I confess I cannot but vindicate and support, as I stated in the first instance. That claim, made, I know, after much consideration, is founded, I must presume, on a liberal interpretation of the Post-office Act, and certainly with no view to extravagant profit. It is supported by the facts which I have endeavoured to bring fairly before you, and if you think that, in my giving to the Post-office the benefit of all the passenger receipts, or in not having put down a sufficient sum for toll, in other words, profit or remuneration to the company, I have neglected claims which the company might in fairness have made, then you will, I trust, make such additions as appear to you reasonable and just, for I do not think a company ought to suffer for having tried to avoid a dispute by naming a sum less than upon deliberate inquiry would clearly appear to be fully justified.

The claim made by the company is 12 *l.* per day, and I have gone far enough I think to prove that they are more than justified in that claim to its full extent. It would be by no means difficult to show that they are entitled to more, and having generally intimated in what way I think them so entitled, I leave the matter in your hands.

Permit me, in conclusion, to state, that notwithstanding your recent decision in another case, the charges made by the Grand Junction Company for special trains, as quoted by Lieut. Harness, have not been sufficiently explained, and that should those quotations at all bear upon the question now brought before you, I must beg that you will afford me the opportunity of giving the further explanations which are needful.

I am, &c.
(signed) *Joseph Locke.*

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LETTER from Mr. *Patten* to Lieutenant *Harness* and Mr. *Locke.*

Gentlemen, Bank Hall, 30 November 1841.

I HAVE given my best attention to your two letters of the 6th, together with some explanatory ones subsequently received, referring to me as umpire the subject of difference between the Postmaster-general and the Grand Junction Railway Company, namely, the amount of be paid to the latter for the conveyance of Her Majesty's mails between Chester and Crewe.

I observe that Lieutenant Harness, on behalf of the Postmaster-general, remarks, that owing to the unsatisfactory arrangements made by the Grand Junction Company on the Chester and Crewe line, not only is the number of passengers by the mail trains much less, and the expense of conveying the mails consequently much greater than they need be, but that impediments have been offered by the company to the most expeditious conveyance of the mails to Birkenhead, and thereby to the Post-office communication with Ireland. He suggests that, until greater facilities are afforded by the company, I should, in the discharge of my duty as umpire between the parties, award merely nominal, if any, compensation to them.

Mr. Locke, on the part of the company, suggests in the first instance that I ought not to take these charges into consideration at all; but in case I should be of a different opinion from himself on this point, he offers, secondly, a regulation of the charges, and calls upon me to state in my award whether the company have or have not satisfactorily complied with the notices given to them by the Postmaster-general.

It appears to me that it is not within my province in this case to follow the course suggested by Lieutenant Harness.

The Grand Junction and Chester and Crewe Railway Companies are now united by an Act of Parliament, in which Act and the previous ones relating to the two separate companies, are comprised all the powers and restrictions which affect them. They form one mercantile investment under the same body of directors, who work them as a whole to obtain from them, as from any other commercial speculation, the largest interest they can for the capital invested in them.

Whether the Act authorising the union of these two previously rival companies, was a politic measure as regards the public, does not now form a part of the question under consideration; and as long as the now united companies confine themselves within the limits and restrictions of their Acts of Parliament, any service imposed upon them which can be shown to affect their interests by a diminution of their general revenue, must also affect the scale of remuneration for those services. Now it appears to me that the present arrangements of the directors are, speaking legally, and with one exception, within the provisions and limitations of their Acts, and that I can claim from them, without compensation,

tion, such alterations only in the conduct of their business, and such public accommodation as can be made without detriment to the interests of the proprietors. However much, therefore, it is to be regretted that their arrangements do not meet the exigencies of the public service, the strict duty of an umpire under the 1 & 2 Vict. c. 98, obliges me to consider the case under the above limitations.

The peculiar circumstances, however, of this railway, and the nature of the arrangements which the directors have felt it their duty to make for the interests of their constituents, undoubtedly oblige me to take every advantage for the public which the case admits of, and to ensure the conveyance of the mails at the lowest charge which can be considered a remunerating one. In endeavouring to attain this object, and to ascertain the exact proportion of expense which the Post-office ought to bear, I have met with some difficulty owing to a slight error which appears to have been made in the fares from one terminus of the line to the other.

Lieut. Harness states the length of the line to be 21 miles ; Mr. Locke calls it 21 ½, and the Act allows 3 ½ *d.* per mile, per passenger, as the maximum fare. In the former case, therefore, the maximum charge would be 6 *s.* 1 ½ *d.*, in the latter, 6 *s.* 3 ¼ *d.*, whereas the fare charged, as shown by the Grand Junction Company, has been, up to the present period, 6 *s.* 6 *d.* It is difficult to say whether this overcharge by the mail trains, small as it is, has given any, or what advantage to the other trains of the Company (in which the first class fare is only 5 *s.*), and how much more income might have been derived from the passengers by the mail trains, had they not laboured under this more than due or legal disadvantage. I have no means of forming a correct opinion on this point.

Giving, however, my best consideration to the very peculiar nature of the case, and calculating as accurately as I can from such documents as have been laid before me, I am led to believe and to award, that 7 *l.* 4 *s.* is a proper sum to be paid by the Postmaster-general to the Grand Junction Railway Company for the daily services required from them under his Lordship's notice.

I am, &c.

(signed) *J. Wilson Patten.*

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(5647/42.)

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 16 March 1842.

Having proceeded to arbitration to determine the price to be paid by the Post-office for the conveyance of the mails on the North Midland Railway, in accordance with the regulations of the Act of Parliament, I have now the honour to submit copy of the award given by Lieutenant-colonel Sir Frederic Smith, who was chosen umpire by Lieutenant Harness and Mr. Robert Stephenson, the former having been appointed the arbitrator on the part of the Post-office, and the latter the arbitrator on the part of the company, by which it is decided that the amount to be paid by the Post-office for the service required of the Company, shall be at the rate of 11.85 *d.* per single mile.

In obedience to your Lordships' wish, I beg to enclose a copy of the notice which I have caused to be served upon this company, and also copies of the statements furnished by the arbitrators to the umpire.

I have, &c.

(signed) *Lowther.*

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Sir, Chatham, 3 January 1842.

Having been unable to agree with Mr. Robert Stephenson respecting the price to be paid to the North Midland Railway Company for the conveyance of the mails, in which inquiry you have consented to act as umpire, I have the honour to submit for your consideration, a statement of the circumstances under which the services have been performed, and of the principles on which it appears to me the award should be founded.

The trains conveying these mails are run in compliance with notices from his Lordship the Postmaster-General, of which copies are enclosed, dated 23d July 1840, and 12th February 1841 ; they obtain the traffic passing with the mails between either the west or the south of England, and the east or the north. One of them receives at Derby the passengers, &c. which have been passed by the mail-trains over the Birmingham and Derby, from Gloucester and the west, and from places on the Grand Junction Railway, together with those arriving from the south by the Midland Counties Railway. The other train receives at Normanton, in addition to that brought from Leeds, the traffic from Hull and York, and from places on the Leeds and Manchester line, both for the south and west. It might be expected that the receipts of these trains would not be insignificant, and it appears that they have averaged 43 *l.* per day, or 21 *l.* 10 *s.* each, the average receipt per train on the whole of the passenger traffic of the company for the half-year ending 30th June 1841 being 28 *l.*

There can be no doubt that the company would run the trains to secure this traffic, if there were any chance of losing it by not doing so, even if no additional receipt were to be derived from the mails. I cannot, therefore, consider these trains as specially run for the Post-office.

Appendix, No. 13.

Excessive Payments for Railway Mails.

The accommodation sufficient for the mails has been a whole carriage with each train; but as this may be varied, I propose to determine the price that should be charged to the Post-office for a compartment, or one-third of a second-class carriage, by an ordinary train.

In the last half-yearly report of the directors of the North Midland Railway, the cost of locomotive power on the line is stated to be 1*s.* 2¼*d.* per mile, and no allowance for depreciation has been considered necessary by them in framing the accounts. I am justified, then, and especially when a separate allowance is made for pilot engines, in assuming 1*s.* 2¼*d.* per mile as the working cost of their engines, to the North Midland Company.

Mr. Stephenson estimates the expense of the pilot engines at 2*l.* 18*s.* 6*d.* per night, and I will not dispute his estimate, but must divide the amount between the mail trains and the nightly goods trains; this makes an addition to the charge against each night train for locomotive power of 2½*d.* per mile.

The half yearly statement before referred to, shows the capital invested in locomotive stock to be 144,479*l.*, and the current expenditure connected with it, for the half-year, 17,559*l.* Hence 21 per cent. on the current expenditure will return 5 per cent. per annum on engine stock.

| The amount therefore stands thus: | *s.* | *d.* | |
|---|---|---|---|
| Working expenses of train engine | 1 | 2¼ | per mile. |
| Share of pilots | – | 2½ | |
| | 1 | 4¾ | |
| Interest on stock, at 21 per cent. | – | 3½ | |
| Remunerative price for locomotive power supplied to the night trains | 1 | 8¼ | per mile. |

I believe this to be a fair price; the interest on stock exceeds that estimated by me, for other lines, but the working expenses are to a similar extent lower.

| Assuming the train to consist of six carriages, as estimated by Mr. Stephenson, the price per compartment for power, will be | *d.* 1·13 | per mile. |
|---|---|---|
| For the carriage, at the price charged by the companies to each other, or ½*d.* per mile per carriage | 0·17 | |
| Toll, at the rate which with a full traffic would return 10 per cent. on the capital in shares | 1·90 | |
| Price per compartment | 3·20 | per mile. |

In the first arbitration for the mails on the London and Birmingham line, Mr. Stephenson considered 2½*d.* per mile to be a fair charge for a compartment of a carriage. In a recent arbitration with the Hull and Selby line, the price estimated by me per compartment was 3*d.*, the award made by Mr. Barlow, 4*d.* per mile. I believe 3⅓*d.* to be a remunerative price, according to the spirit of the Act under which this arbitration is conducted, and the sentiments expressed in the House of Commons at its passing; when the principal question debated was, whether the Post-office carriages should not pass toll-free, and it was left to be determined by the arbitrators, the Government resisting a motion to insert a clause compelling the arbitrators to consider the capital expended in constructing the road, by stating that if persisted in, they would move one embodying a contrary principle.

I propose, therefore, 3⅓*d.* per mile, as a sufficient price for a compartment, or 9⅔*d.* per mile for a whole carriage by the two night trains.

To the principle of computation adopted by Mr. Stephenson, I object altogether; I shall be happy to state my objections in detail if required, but at present it only appears to me to be necessary to bring to your notice, as a sufficient reason for setting it aside, that it would make the price for a special train equal to the gross receipts of an average train, while on the other hand, if properly followed out, where the mail trains produce more than an average receipt, it would not award any charge against the Post-office.

I have, &c.
(signed) *H. D. Harness,*
Lieut. Royal Engineers.

Lieut.-Colonel Sir Frederic Smith, K.H.
&c. &c. &c. Royal Engineers.

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To Lieut. Colonel Sir *Frederic Smith,* K.H.

Sir, Westminster, 15 January 1842.

NOT having been able to agree with Lieut. Harness respecting the award of amount due to the North Midland Railway Company, in consideration of services performed by them for Her Majesty's Postmaster-general, I have now to lay before you a detailed statement of the claim which I have felt it my duty to make on the part of the Railway Company, and to give such explanation as appears to me to justify it.

I may premise, that having frequently been called upon to decide between the Railway Companies, as also between them and individuals for services performed, I have invariably found the utmost difficulty in laying down abstract principles for my guidance, in consequence of local or special circumstances arising, which interfere with their application, or materially affect them by considerations not obviously presenting themselves to the parties, to whom the decision of the matter may happen to be referred.

From

From this consideration, I have in the present instance been induced to determine as correctly as possible the actual expenses incurred by the Railway Company in the performance of the Post-office services and to charge upon them what I consider a moderate addition in the shape of a reasonable compensation for risk, as well as for depreciation upon such parts of the establishment as do not admit of precise definition, although its existence is beyond question; I shall, however, have occasion to allude to this more particularly in the sequel of these remarks.

The annexed account of actual expenses incurred daily by the Company for the conveyance of two mail trains is so explicit, that I trust few explanatory remarks will be necessary from me; but should any question occur to you, sir, during your examination of them, I should be glad to afford you any information in my power.

It will, I hope, be sufficient for me now to state, that not one item is assumed; the actual expenses incurred by the Company amount to 37 *l.* 16 *s.* 10 $\frac{3}{4}$ *d.* as shown by the accounts.

The item of "general management," amounting to 1 *l.* 17 *s.* 4 *d.*, is the only one upon which the least question can, I think, be reasonably raised. This sum has been arrived at by dividing the aggregate charges for general management by the number of trains run by the Company.

An objection is here made, by Lieut. Harness, on the plea that this expense would, under any circumstances, be constant, or nearly so.

Now this, though apparently is not actually the case, for all the departments of a Railway establishment are more or less affected by the number of trains; indeed, the indoor work is almost directly as their number, since it chiefly consists of abstracting the expenses and income incurred by or derived from each train.

I am free to admit that the division of the expense of general management by the number of trains is not strictly correct, but in concerns like railways, after much careful consideration, I am persuaded that no other division equally approximate to correct results can be pointed out.

Up to this item in the account I laid before Lieut. Harness, no very material difference existed between us; but the succeeding one involved a complete variance of opinion, and to this I am desirous of directing your particular attention.

In fixing upon 50 per cent. as the addition to the expenses actually incurred by the Company, as profit, and remuneration for other contingencies which do not admit of exact definition, I was guided by the published report of this and other companies, which justify us in taking this ratio between profit and expense.

This addition is objected to by Lieut. Harness, and he urges that the mail train ought not, in point of profit, to be put upon the same footing as the other trains. Now, in reply, I have to state, that I have not put them on the same footing, for a great number of expenses, amounting to no inconsiderable sum, but which cannot be brought to account, have been thrown entirely on one side by me in making the estimate of expense; for example, it cannot fail to be observed, that the wear and tear of rail, sleepers, station, buildings, damages arising from the risk of running trains by night, especially to cattle, repairs of bridges, fuel for stations, compensation to passengers for loss of luggage and for detention in their departure, from either terminus, occasioned by the late delivery of the mail bags, exist as contingent expenses: none of these appear in the claim made, yet there is not one I have mentioned, which has not formed an item in the account of this as well as every other Railway Company with which I am acquainted; but I determined not to include them, because they were not susceptible of accurate calculation; my experience, however, justifies me in stating that if they could fairly be collected, they would not only form a considerable item per train, but that they would appear as a prominent feature in the expenditure on night trains more especially.

From the consideration then, that these contingencies must always cause some material deduction, I am led to the conviction that the allowance of 13 *l.* 13 *s.* 5 *d.* per day, for the two mail trains, or 4,989 *l.* per annum, is a very moderate remuneration for the service performed by this Company for the Post-office, in conveyance of the mail over a distance of 73 miles in each direction.

In conclusion, I feel called upon to add a few brief remarks on the reference to which Lieut. Harness has thought proper to make, to a former arbitration, in which I was associated with him, viz. the London and Birmingham.

He alludes pointedly to the concession I then made of the tolls, in order to assimilate that case to turnpike roads, but he has carefully avoided drawing attention to the marked distinction which exists between the case which we were then considering, and that which is now before us.

The former is one, which, if submitted to me now, I should decide as I then did; for of the numerous trains travelling the London and Birmingham Railway daily, that by which the mails are conveyed is unusually productive; consequently, if the charge to be made to the Post-office were calculated as on the principle I have adopted in the case of the North Midland, the result would be lower than Lieut. Harness agreed with me it should be.

Instead therefore of this being adduced against my present mode of calculation, I can confidently cite it as a proof of the accuracy and the reasonableness of the principle I now adopt, and which I submit to you, firmly believing that you will feel yourself justified in concurring with it.

I remain, &c.

(signed) *Robert Stephenson.*

Appendix, No. 13.

Excessive Payments for Railway Mails.

## NORTH MIDLAND RAILWAY.

### Daily Expense of Two Mail Trains.

| | | £. | s. | d. |
|---|---|---|---|---|
| (a) | Cost of locomotive power per day | 13 | 7 | – |
| (b) | Maintenance of permanent way | 11 | 8 | 9 |
| (c) | Depreciation and wear and tear of three first-class coaches, 145 ½ miles, at 1 *d.* | 1 | 16 | 4 ½ |
| | Do. three second do. do. 145 ½ miles, at ½ *d.* | – | 18 | 2 ¼ |
| | Four guards, half day each, at 9 *s.* 1 *d.* per day for two | – | 18 | 2 |
| (d) | Expenses at Derby station | 1 | 5 | – ½ |
| | Do. at Chesterfield station, one ticket-taker, 3 *s.* 6 *d.*; one porter, 3 *s.* | – | 6 | 6 |
| | Do. Masbro' station, one ticket-taker and two porters | – | 9 | 6 |
| | Do. Barnsley station, one ticket-taker and one porter | – | 6 | 6 |
| (e) | Do. Oakenshaw station, 1 *l.* 15 *s.* 1 *d.* per day ÷ 8 | – | 4 | 4 ½ |
| | Do. Normanton station, 1 *l.* 15 *s.* 1 *d.* per day ÷ 8 | – | 4 | 4 ½ |
| | Do. Leeds station, 6 *l.* 12 *s.* 2 *d.* per day ÷ 15 | – | 8 | 9 ½ |
| | Gatekeeper, four at 3 *s.* = 12 ÷ 8 | – | 1 | 6 |
| | Switchmen, 16 at 3 *s.* = 2 *l.* 8 *s.*, ÷ 8 | – | 6 | – |
| | Gas at Chesterfield, 1 *s.* 9 *d.* at night, ÷ 4 | – | – | 5 ½ |
| | Do. at Belper, one light only | – | – | 1 |
| | Oil at Wingfield, do., say | – | – | 3 |
| | Gas at Masbro', 1 *s.* 9 *d.* per night, ÷ 4 | – | – | 5 ½ |
| | Oil at Barnsley, 5 *s.* per night, ÷ 4 | – | 1 | 3 |
| | Do. at Oakenshaw, 5 *s.* per night, ÷ 4 | – | 1 | 3 |
| | Do. at Normanton, 10 *s.* per night, ÷ 8 | – | 1 | 3 |
| | Gas at Leeds, 10 *s.* per night, ÷ 8 | – | 1 | 3 |
| | Oil for 13 carriage lamps, half pint each, 6 ¼ *d.* | – | 6 | 9 ¼ |
| | Do. two tail end do. one do. 12 ½ *d.* | – | 2 | 1 |
| | Grease, six carriages, say | – | 1 | 6 |
| | Oil and lamps for switchmen, say 16 × 6 *d.* = 8 *s.* ÷ 4 | – | 2 | – |
| | Stationery, say | – | 1 | 3 |
| (g) | Mileage duty on passengers | 1 | 13 | 5 ¾ |
| (h) | Direction and secretary's department, accountant and cashiers | 1 | 17 | 4 |
| (i) | Rates and taxes | 1 | 5 | 2 |
| | | 37 | 16 | 10 ¾ |
| | Contingencies, interest, profit, and 50 per cent. | 18 | 18 | 5 ¼ |
| | | 56 | 15 | 4 |
| | Less average nightly receipt of the mail for passengers and parcels | 43 | 1 | 10 ¾ |
| | £. | 13 | 13 | 5 |

(*a*) See Statement annexed.

(*b*) The cost at which the road is let is 45 *l.* 10 *s.* per day; to this add cost of superintendence, of depreciation, and of contingencies, say 46 *l.*, = 91 *l.* 10 *s.* per day, ÷ 8, average number of trains while mails have run, 11 *l.* 8 *s.* 9 *d.*

(*c*) The price paid by one company to another.

(*d*) 3,380 *l.* 15 *s.* 8 *d.* is the sum paid by us for working passenger station at Derby to June 30th, 1841, which ÷ 415 days = 8 *l.* 2 *s.* 11 *d.* per day. Six and a half passenger trains per day ran during that time.

(*e*) The daily expense divided by the number of trains.

(*f*) The cost per night ÷ the number of trains which are at the station in the dark at Michaelmas.

(*g*) The number of miles travelled by mail passengers is 999,942, which ÷ by 311 days, gives nightly duty, say 1 *l.* 13 *s.* 5 ¾ *d.*

(*h*) The sum paid for this amounts to 6,236 *l.* 13 *s.* 9 *d.*, which ÷ 415, is = 1 *l.* 17 *s.* 4 *d.* ÷ 8, number of trains.

(*i*) The rates and taxes are estimated at about 4,100 *l.* per annum, of which about three-fourths are chargeable to coaching, say 3,000 *l.* ÷ 365 = 8 *l.* 4 *s.* ÷ 6 ½ = 1 *l.* 5 *s.* 2 *d.*

(*k*) The total receipts for passengers are 10,771 *l.* 14 *s.* 2 ¾ *d.*, and for parcels 2,630 *l.* 18 *s.* 8 *d.*, = 13,402 *l.* 12 *s.* 10 ¾ *d.*, ÷ 311 = 43 *l.* 1 *s.* 10 ¾ *d.*

Locomotive Department, Derby, 18 August 1841.

Estimate of Cost of Locomotive Power for Two Mail Trains Daily:

One engine and man required "down" and "up," making one day's work.

One pilot required at Derby through the night for mail; last arrival 10 P.M., and first departure 3 A.M., being nearly a day's work; and Leeds pilot required earlier in the morning, making together one day's work.

CHARGE

## CHARGE ENGINES DAILY FOR MAIL.

### North Midland Railway.

Daily Cost of Locomotive Power for Mail Trains:—

| | £. | s. | d. |
|---|---|---|---|
| Engineermen, &c. | 1 | 8 | – |
| Pumpers | – | 10 | – |
| Cokemen | – | 5 | – |
| Cleaners | – | 12 | 6 |
| Labourers | – | 9 | – |
| Repairs | 4 | 7 | – |
| Coke | 5 | 7 | – |
| Oil | – | 4 | – |
| Waste | – | 6 | 6 |
| Superintendence | – | 18 | – |
| Depreciation | 1 | – | – |
| Total £. | 13 | 7 | – |

146 Miles, or 1 *s.* 10 *d.* per Mile.

### Birmingham and Derby Junction Railway.

Daily Cost of Locomotive power for Mail Trains:—

| | £. | s. | d. |
|---|---|---|---|
| | 1 | 13 | – |
| | – | 4 | – |
| | – | 2 | – |
| | – | 6 | – |
| | – | 2 | – |
| | 2 | – | 6 |
| | 3 | 1 | 6 |
| | – | 8 | – |
| | – | 4 | –½ |
| | – | 3 | 11½ |
| | 1 | 6 | 3 |
| £. | 9 | 4 | 2 |

98 Miles, or 1 *s.* 10½ *d.* per Mile.

### Cost of Engine per Day for Contractor providing Coke, Engineermen, &c.

| | £. | s. | d. |
|---|---|---|---|
| Total Cost, including depreciation | 6 | 13 | 6 |
| Deduct, | | | |
| Engineermen – 14 – | | | |
| Coke 1 13 6 | | | |
| Waste, &c. – 6 – | | | |
| | 2 | 13 | 6 |
| Total £. | 4 | – | – |

Charge per Day exactly the same as adopted.

15 November 1841.

### Daily Cost of Mail Engines.

| | *Train.* £. | s. | d. | *Pilot.* £. | s. | d. |
|---|---|---|---|---|---|---|
| Engineermen, &c. | – | 11 | 6 | – | 11 | 6 |
| Pumpers, &c. | – | 8 | – | – | 2 | – |
| Cokemen | – | 4 | – | – | 1 | – |
| Cleaners | – | 10 | 6 | – | 2 | – |
| Labourers | – | 7 | 6 | – | 1 | 6 |
| Repairs | 4 | – | – | – | 12 | – |
| Coke | 2 | 14 | – | – | 13 | – |
| Oil | – | 3 | – | – | 1 | – |
| Waste | – | 5 | – | – | 1 | 6 |
| Superintendence | – | 15 | – | – | 3 | – |
| Depreciation | – | 10 | – | – | 10 | – |
| £. | 10 | 8 | 6 | £. | 2 | 18 | 6 |
| | 2 | 18 | 6 | | | |
| £. | 13 | 7 | – | | | |

Appendix, No. 13.

Excessive Payments for Railway Mails.

Dovor, 9 February 1842.

THE amount of remuneration due to the North Midland Company for the service performed for the Postmaster-general, is estimated on totally different principles by the arbitrators. Mr. Robert Stephenson contends that the mail trains are unproductive, owing to the inconvenient hours at which they run, and that unless compelled by the Postmaster-general to carry the mails at those hours, no passenger carriages would then be run. Mr. Stephenson thereon founds his argument that the Postmaster-general should pay the difference between the actual average receipts of the mail train and the amount which he states that an average train ought to produce, in order to yield a fair profit to the company.

In support of this view of the case, Mr. Stephenson has submitted a detailed account of expenses. Some of the items he states to be the actual average cost, and others he admits to be an assumed cost:—

| | £. | s. | d. |
|---|---|---|---|
| The sum of these is - - - - - - - - - | 37 | 16 | 10 |
| And he adds for profit, &c. (being 50 per cent.) - - - | 18 | 18 | 5 |
| Making a Total of - | £. 56 | 15 | 3 |
| He then observes that the actual average receipts of the mail trains in question are only - - - - - - | 43 | 1 | 10 |
| And he concludes that the difference - - - - | £. 13 | 13 | 5 |

should be made up by the Government, as a remuneration for carrying the mails. This would be at the rate of 1 *s.* 10·4 *d.* per mile.

Now it does appear to me that if the Postmaster-general were to insist on a mail being carried at such an hour as to be no inducement to a company to run passenger carriages with it, he should not only pay the whole expense incurred for this service, but give to the company some addition for profit and risk; and under this view of the case, if the company should afterwards find it to be their interest to attach passenger carriages to the mail, the cost of locomotive power and other items, which I assume to have been wholly chargeable to the Postmaster-general, in the former instance, would have to be divided between the parties, in a ratio depending upon the proportion of carriages appropriated to each.

On the other hand, I confess I do not see that it would be any hardship for a company to be called upon to attach a post-office carriage to a regular train, receiving as remuneration from the Postmaster-general a reasonable proportion of the cost of the locomotive power, and the same amount of toll as would be chargeable to another company, with the addition of a halfpenny per mile if they furnished the carriage, and the full amount disbursed for any special extra item, exclusively for the Postmaster-general's service, with a per centage upon such outlay, and this appears to me to be nearly the state of the case on which I am called upon to make an award.

I subjoin a copy of a return made to me by the superintendent of the North Midland Railway:—

AVERAGE DAILY RECEIPTS of TRAINS for 311 Days, from the 24th August 1840, to the 30th June 1841,

| UP. | | | DOWN. | | | £. | s. | d. |
|---|---|---|---|---|---|---|---|---|
| 6 0 A.M. | - - | and | 7 0 A.M. | - - | - | 26 | 8 | – |
| 7 30 – | - - - | – | 9 30 – | - - | - | 42 | 4 | – |
| 9 30 – | - - - | – | 3 30 P.M. | - - | - | 93 | 5 | – |
| 12 0 noon | - - | – | 1 0 – | - - | - | 55 | 8 | – |
| 2 30 P.M. | - - | – | 3 45 – | - - | - | 30 | 5 | – |
| 4 15 – | - - - | – | 6 0 – | - - | - | 38 | 10 | – |
| 7 9 – | - - - | – | 3 19 A.M. (Mail) | - | - | 43 | 1 | 10¾ |

By this it appears that there have been seven double trains per day, and that in the order of productiveness, the mail trains stand the third in the list; and that throwing out the 9. 30 A.M. and 3. 30 P.M. trains (of which the receipts are about double the average of the whole of the trains), the receipts of the mail trains are greater than the average of all the other trains.

I cannot therefore concur in Mr. Stephenson's opinion that the mail trains would not be run but for the compulsory powers of the Postmaster-general; nor does it appear to me that the Postmaster-general is bound, as contended for by Mr. Stephenson, to render these trains more profitable by making up the receipts to an amount which is only exceeded by one double train on this line.

Lieutenant

Lieutenant Harness's statement expresses a readiness to pay what he calls a fair allowance for locomotive power, and for pilot engines, &c., according to the following details:—

| | s. | d. | |
|---|---|---|---|
| Working expenses of train engine | 1 | 2¼ | per mile. |
| Share of pilot engine | – | 2½ | |
| | 1 | 4¾ | |
| Interest on stock at 21 per cent. | – | 3½ | |
| Remunerative price for locomotive power supplied to the night trains | 1 | 8¼ | per mile. |
| He assumes the trains to consist of six carriages each, and he puts the price of locomotive power for one-third of a carriage at | – | 1·13 | per mile. |
| For the use of one-third of a carriage (being the rate paid by one company to another) | – | –·17 | |
| Toll at the rate which with what Lieutenant Harness calls a full traffic, the company would have 10 per cent. returned on their capital | – | 1·90 | |
| Making the price per compartment, or one-third of a carriage | – | 3·20 | per mile. |

I think the proposed allowance for locomotive power too small, and the per-centage on stock too low, and that there are several items in the account submitted by Mr. Stephenson which should be allowed. Taking all these circumstances into consideration, I am of opinion that the amount which should be paid for carrying the mails in question from Derby to Leeds, and from Leeds to Derby, respectively, is 11·85*d.* per mile travelled, supposing a second class carriage to be wholly appropriated and required for that purpose, and that the said amount should be reduced to one-third of that sum in the event of only one-third of such carriage being used for the above-stated service of the Postmaster-general, and I award accordingly.

Lieutenant Harness, R. E. and Robert Stephenson, Esq. (signed) *Frederic Smith,* Lieut.-Colonel R. Engineers.

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TO the North Midland Railway Company.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the 1st and 2d years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned, Thomas William, Earl of Lichfield, Her Majesty's Postmaster-general, do by this writing under my hand require and direct that the mails and post letter bags shall from and after the 6th day of April next, be conveyed and forwarded by you on your railway either by the ordinary trains of carriages or by special trains, as need may be, from Derby to Leeds, and from Leeds to Derby, respectively, once each way in each day of every week, at such times and hours in the day and night, and subject to such regulations and restrictions as to speed of travelling, places, times and duration of stoppages, and times of arrival, as are mentioned and set forth in the time bills hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office as hereinafter mentioned. And I also require you from and after the said 6th day of April next, to appropriate exclusively the whole or so much as the Postmaster-general shall deem necessary of the inside of a second class railway carriage in the train which will leave the Derby Station at 3h. 19m. a.m., for Leeds, and also in the train which will leave the Leeds Station at 7h. 9m. p.m., for Derby, for depositing therein the mails and post letter bags, and for conveying the guards in charge thereof, and other officers of the Post-office, as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require), and I require and direct you to receive, take up, carry and convey in such carriages respectively all such mails and post letter bags as shall for that purpose be tendered to you or any of your officers, servants or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post letter bags, guards and officers at such places on the line of your railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct; and I further require you, from and after the said 6th day of April next, at your own costs, to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post letter bags in manner hereinbefore directed to the satisfaction of the Postmaster-general; and I give you further notice, that the services required of you by a certain notice under my hand bearing date the 23d day of July 1840, shall cease and determine on and from the said 6th day of April next, and that from thenceforth the services required by this notice shall be substituted for them.

General Post-office, 12 February 1841. (signed) *Lichfield.*

Appendix, No. 13.

Excessive Payments for Railway Mails.

(*North Midland.*)

## NIGHT MAIL.

DERBY AND LEEDS RAILWAY TIME BILL.

| Distance. | | Time Allowed. | | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be dispatched from the Railway Station, | | | |
| M. | F. | H. | M. | Derby, at - - - - - - - - | 3 | 19 | A.M |
| 7 | 2 | | | To arrive at Belper, at - - - - - | | | |
| 3 | 2 | | | To arrive at Ambergate, at - - - - | | | |
| 3 | 4 | | | To arrive at Wingfield, at - - - - | | | |
| 10 | 0 | 0 | 53 | To arrive at Chesterfield, at - - - - | 4 | 12 | |
| | | 0 | 3 | Three minutes allowed. | | | |
| 6 | 2 | | | To arrive at Eckington, at - - - - | | | |
| 5 | 0 | | | To arrive at Beighton, at - - - - | | | |
| 4 | 6 | 0 | 28 | To arrive at Masborough, at - - - - | 4 | 43 | |
| | | 0 | 5 | Five minutes allowed. | | | |
| 5 | 0 | | | To arrive at Swinton, at - - - - | | | |
| 8 | 2 | 0 | 28 | To arrive at Barnesley, at - - - - | 5 | 16 | |
| | | 0 | 3 | Three minutes allowed. | | | |
| 7 | 0 | 0 | 16 | To arrive at Wakefield, at - - - - | 5 | 35 | |
| | | 0 | 5 | Five minutes allowed. | | | |
| 2 | 0 | | | To arrive at Altofts, at - - - - - | | | |
| 10 | 4 | 0 | 39 | To arrive at the Railway Station, Leeds, at - | 6 | 19 | A.M. |
| 72 | 6 | 3 | 0 | | | | |

(signed) *Lichfield.*

## NIGHT MAIL.

LEEDS AND DERBY RAILWAY TIME BILL.

| Distance. | | Time Allowed. | | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be dispatched from the Railway Station, | | | |
| M. | F. | H. | M. | Leeds, at - - - - - - - - | 7 | 9 | P.M. |
| 10 | 4 | | | To arrive at Altofts, at - - - - - | | | |
| 2 | 0 | 0 | 27 | To arrive at Wakefield, at - - - - | 7 | 36 | |
| | | 0 | 5 | Five minutes allowed. | | | |
| 7 | 0 | 0 | 16 | To arrive at Barnesley, at - - - - | 7 | 57 | |
| | | 0 | 3 | Three minutes allowed. | | | |
| 8 | 2 | | | To arrive at Swinton, at - - - - - | | | |
| 5 | 0 | 0 | 26 | To arrive at Masborough at - - - - | 8 | 26 | |
| | | 0 | 5 | Five minutes allowed. | | | |
| 4 | 6 | | | To arrive at Beighton, at - - - - | | | |
| 5 | 0 | | | To arrive at Eckington, at - - - - | | | |
| 6 | 2 | 0 | 36 | To arrive at Chesterfield, at - - - - | 9 | 7 | |
| | | 0 | 3 | Three minutes allowed. | | | |
| 10 | 0 | | | To arrive at Wingfield, at - - - - | | | |
| 3 | 4 | | | To arrive at Ambergate, at - - - - | | | |
| 3 | 2 | | | To arrive at Belper, at - - - - - | | | |
| 7 | 2 | 0 | 59 | To arrive at the Railway Station, Derby, at - | 10 | 9 | P.M. |
| 72 | 6 | 3 | 0 | | | | |

(signed) *Lichfield.*

(10337/42.)

TREASURY MINUTE, dated 5 April 1842, on two Reports of the Postmaster-general, numbered 3497/42, and 5647/42.

REFERRING to the report now before the Board on the award for the conveyance of mails on the Crewe and Chester Railway, request the Postmaster-general will state, for the information of my Lords, whether the daily services included in the award of 7*l.* 4*s.* consist of one despatch in each direction, as would appear from his Lordship's report, or of two despatches in each direction, as would appear from the copy of correspondence inclosed therein.

Add, that it would be satisfactory to my Lords, on occasions like the present, if after stating the award, his Lordship would cause to be added the following information:—

1st. The number of despatches per day in each direction, stating whether Sunday be an exception or not.

2d. The

2d. The length of the line and the number of double miles per day to which the award has reference.

3d. The total annual payment due, under the award, to the company.

4th. As nearly as they can be given, the ordinary and maximum weight of mails (including bags), to be stated separately as regards each trip.

5th. The amount of space set apart in the railway carriage for the use of the Post-office.

6th. The number of guards and other Post-office servants for whom accommodation is required at each trip, and whether they travel inside or outside the carriage.

Desire that this information may be supplied now, as regards the two awards before the Board, and in future on every similar occasion.

At the same time direct the Postmaster-general to state, for the information of my Lords, the extent to which the despatch of the Irish packet from the Mersey is accelerated by embarking the mail at Birkenhead rather than at Liverpool, and to explain the manner in which this acceleration is effected.

My Lords observe that not only is Birkenhead somewhat higher up the river than Liverpool, but that the mail train at present reaches Birkenhead four minutes later than the corresponding train reaches Liverpool. The great loss in passage-money since the change (estimated by Lieutenant Harness at more than 2,000*l.*, and by Commander Bevis at 4,000*l.* or 5,000*l.* per annum, to which must be added the cost of railway conveyance between Chester and Birkenhead), makes it very desirable, in the opinion of my Lords, that the Irish mail should again be embarked at Liverpool, if the object of accelerating its despatch can be effected under such an arrangement.

With a view to the accomplishment of this object, call the attention of the Postmaster-general to the fact, that if the train which carries the mail in question from London to Birmingham, were required to travel at the speed of the mail trains on the same line of road, which leave London respectively at 9. 45 a.m. and 9 p.m., the arrival of the mail at Birmingham, and consequently at Liverpool, might be anticipated by about a quarter of an hour.

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TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 24 May 1842.

I HAVE the honour to inform your Lordships, in reply to Sir George Clerk's letter of the 9th ultimo, that there are two despatches daily (including Sundays) in each direction between Crewe and Chester, and with respect to the other information required by your Lordships in regard to the Crewe and Chester and North Midland Railways, I enclose two tabular statements, which I have caused to be carefully filled up, giving in detail the required information upon the other points mentioned in your Lordship's letter.

With respect to the latter paragraphs of Sir George Clerk's letter, on the subject of the recent acceleration of the mails to Ireland by the route of Chester and Birkenhead, I beg to observe that when it was first decided to send the Irish mails by that route, it was anticipated that there would have been a saving of 25 minutes, owing to its despatch from Birkenhead.

This advantage in point of fact, however, has not been altogether realized, owing to the Grand Junction Company not having conveyed the mail over the Crewe and Chester line at so quick a rate of speed as it was expected they would have done.

It is perfectly true, as stated by your Lordships, that the mail-train conveying the Irish correspondence reaches Birkenhead four minutes later than the time at which the corresponding train reaches Liverpool; but it must be taken into consideration, that at Birkenhead there is little or no delay in putting the bags on board the packet after the arrival of the train, whereas when the mails were embarked from Liverpool, more than half an hour was unavoidably occupied in conveying the bags from the terminus of the railway, and embarking them at St. George's Pier.

As, however, sufficient time has now elapsed since the opening of the line, for the consolidation of the works on the Crewe and Chester railway, I have called upon the directors to make a further acceleration of the mail train to the extent of 12 minutes, which the company have now agreed to perform, and for which I have accordingly served them with a legal notice. The distance between Crewe and Chester will accordingly be performed in 48 minutes instead of an hour, from and after the 12th of next month.

With respect to the proposed acceleration of the night mail train from London to Birmingham, I fear that the company would, if applied to on the subject, make the same objection as was urged on a former occasion, viz. that they could not, consistently with a due regard to the safety of the public, maintain the same speed with the night mail as with the day mail train. The train, moreover, to which your Lordships allude, despatched from London at 9 p.m., is one over which the London and Birmingham Company have no control; it belongs to the Midland Counties Railway Company, and branches off at Rugby to Derby, York, &c.

I have, &c.
(signed) *Lowther.*

TABULAR STATEMENT, giving the Information required by the Letter from the Treasury, bearing date 9th April 1842, in regard to the Conveyance of the Mails on the *Crewe* and *Chester and North Midland* Railways.

CREWE AND CHESTER RAILWAY.

| Number of Dispatches per Day in each direction, stating whether Sunday be an exception or not. | Length of the Line. | Number of Double Miles per Day to which the Award has reference. | Total Annual Payment due under the Award to the Company. | Ordinary and Maximum Weight of Mail (including Bags), as nearly as it can be given; stated separately as regards each Trip. | Amount of Space set apart in the Railway Carriage for the use of the Post Office. | Number of Guards, or other Post-office Servants, for whom Accommodation is required at each Trip. | Whether the Guards travel Inside or Outside the Carriage. |
|---|---|---|---|---|---|---|---|
| | *Miles.* | *Miles.* | £. s. d. | | | | |
| Two every day, Sundays included. | 21 | 42 | 2,628 – – | CREWE TO CHESTER.<br>Night Mail.<br>Ordinary Weight. *Cwts. qrs. lbs.* 6 2 2 \| Maximum Wght. *Cwts. qrs. lbs.* 8 1 9<br>Day Mail.<br>Ordinary Weight. *Cwts. qrs. lbs.* 0 1 9 \| Maximum Wght. *Cwts. qrs. lbs.* 0 1 12<br>CHESTER TO CREWE.<br>Night Mail.<br>Ordinary Weight. *Cwts. qrs. lbs.* 1 0 0 \| Maximum Wght. *Cwts. qrs. lbs.* 1 0 12<br>Day Mail.<br>Ordinary Weight. *Cwts. qrs. lbs.* 2 0 1 \| Maximum Wght. *Cwts. qrs. lbs.* 2 0 16 | Two compartments of a second class carriage with each trip. | One Guard with each mail train, and occasionally an Inspector. | Inside. |

NORTH MIDLAND RAILWAY.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| One every day, Sundays included. | 72¾ | 72¾ | 2,622 3 7 | LEEDS TO DERBY.<br>Ordinary Weight. *Cwts. qrs. lbs.* 8 2 4 \| Maximum Wght. *Cwts. qrs. lbs.* 18 0 2<br>DERBY TO LEEDS.<br>Ordinary Weight. *Cwts. qrs. lbs.* 17 3 22 \| Maximum Wght. *Cwts. qrs. lbs.* 24 1 16 | A tender, properly fitted up, is used for the purpose. | One Guard with each mail train, and occasionally an Inspector. | Inside. |

## TREASURY MINUTE of 9th August 1842.

4717; 10337; 12229 of 1842.

Write to the Postmaster-general, and referring to the reports now before the Board, suggest for his Lordship's consideration whether a considerable saving may not be effected in the cost of railway conveyance by reducing, as much as possible, the space in the carriages given up for the exclusive use of the Post-office; and by using an imperial, and thus altogether avoiding the displacement of passengers, whenever practicable.

As showing the importance of a careful attention to this subject, my Lords would draw the attention of the Postmaster-general to the awards relative to the North Midland and Glasgow and Ayr Railways; the first showing that the charge is in direct proportion to the number of compartments occupied; the second establishing a ratio of more than four to one between the cost of a compartment in a second-class carriage, and that of an imperial.

As regards each of the mails enumerated in the reports now before the Board, my Lords have reason to think that some reduction of the kind may be effected. In one instance, namely, that of the day-mail between York and Normanton, my Lords observe that although the maximum weight of the mail is only 80 lbs. (not more than that of a passenger's luggage, and far less than that of the mail frequently caried in an imperial), two compartments in a second class carriage, a space sufficient for 16 passengers, are exclusively given up to the Post-office.

Judging

Judging from the reports before the Board, it would appear that the compartments in which the mails are placed open at the side like an ordinary carriage, the guard riding within. Under this arrangement it is of course impossible that the whole space should be filled; my Lords are therefore desirous of being informed whether the Postmaster-general sees any objection to the access being obtained from the top, as in an ordinary mail cart, the guard travelling outside.

Appendix, No. 13. Excessive Payments for Railway Mails.

With a view of bringing the whole subject before the Board, my Lords desire to be supplied with a general return of all railway mails, to be made according to the form prescribed in the letter from this Board of 9th April last, together with an exact statement of the weight of mail which a compartment of an ordinary second-class railway carriage, and the largest sized imperial, will respectively carry when completely filled.

## Appendix, No. 14.

## REPORT, &c. ON LONDON DISTRICT POST.

Appendix, No. 14. London District Post.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-Office, 30 March 1842.

Having consulted the officers of this department with respect to the improvement to be made in the London District Post, I found that it would be perfectly practicable to make another delivery in London, as well as in those country districts which are more immediately contiguous to the metropolis; and I directed, therefore, a detailed report on the subject to be made to me by the Superintending President of the London District Post. I now enclose copy of this document for your Lordships' consideration, and beg to point out, that, looking at the expense of the measure, the difficulty of making the public understand the new times of collection, occurring, as they would do, between the hours, instead of at the even hours as at present, and the small benefit in my opinion that would be derived from it, I am not prepared to recommend an eighth delivery in London, especially as I cannot believe the Revenue would repay the outlay that would be occasioned by it.

With respect to the additional delivery in the country districts, the advantage would doubtless be great; and although I doubt whether the expenditure, even in this case, would be covered by the increase of Revenue, I am inclined, nevertheless, to submit it for your Lordships' favourable consideration.

Should your Lordships concur in this view, and determine to grant the increased accommodation proposed to the places and villages round the metropolis, it will be most desirable to adopt the course recommended by the Superintending President, that of appointing eight regular charge-takers, at an allowance of 30*s.* each per week, not merely for the purpose of collecting the postage from the letter-carriers, but also to act as inspectors over that numerous class, a measure which I consider to be absolutely required to maintain the requisite discipline, and to insure the regular performance of the duty.

If your Lordships sanction these propositions, the total increased expense will be as follows:

| | £. | s. | d. | | |
|---|---|---|---|---|---|
| 39 additional letter-carriers, at 20*s.* per week | | | | 2,028 | – – per annum |
| 29 ditto auxiliary assistants, at 7*s.* ditto | | | | 527 | 16 – „ |
| 2 ditto - - - - ditto at 8*s.* ditto | | | | 41 | 12 – „ |
| Additional allowances to auxiliary assistants now in the service | | | | 262 | 12 – „ |
| Riding work | | | | 607 | 12 – „ |
| Railroad | | | | 20 | – – „ |
| 8 additional charge-takers, at 30*s.* per week each | 624 | – | – | | |
| From which deduct allowance of 3*s.* per week at present paid to 12 letter-carriers, now acting as charge-takers | 93 | 12 | – | | |
| | | | | 530 | 8 – „ |
| Total Increase per Annum | | | £. | 4,018 | 6 1 |

I request to receive your Lordships' instructions on the subject.

I have, &c.
(signed) *Lowther.*

Sir, Twopenny Post-Office, 2 March 1842.

In obedience to the orders of his Lordship the Postmaster-general, I have had under consideration the best means to be adopted for making another delivery in all parts of the metropolis, and for affording similar accommodation to places in the country within certain limits of the General Post-office, and I now beg to forward my report.

An extensive alteration like this, involving so much detail, making it necessary to revise the whole of the walks, and which will, if adopted, cause a very large additional expenditure, could not be entered upon without the most mature consideration, and I beg to assure

Appendix, No. 14.

London District Post.

you, Sir, that the subject had received my most serious attention; I have also availed myself of the assistance of those practical officers who, from their general knowledge of the duty, I knew I could place full confidence in; I am therefore prepared to submit this report for his Lordship's consideration, with a perfect reliance on its general accuracy.

In proposing the means for carrying out an extensive alteration such as this, one important point should never be lost sight of; it is, that in making your calculation, to take care that the arrangements and the means you propose to carry out your measures are such, that the public may have all the advantages you hold out to them; without this, it is only delusion. Another point for serious consideration is, that in apportioning the duty that will have to be performed, no person should be oppressed, or have more duty allotted (for the sake of showing a smaller estimate) than he may be fairly and reasonably expected to discharge. Men, when they get overworked and oppressed, have no zeal for the service: it is true that they may get through their day's labour, but they do it with reluctance, and are dissatisfied, and when required to use extra exertions, they either will not, or exhibit a bad feeling. I think it right to state thus much, because I am satisfied that the letter-carriers, and I may add every person connected with this department, are now doing their full portion of duty, and cannot, without great injustice, be called upon to do more. Admitting this, it follows that should additional deliveries be made, it can only be met by additional means; consequently, if the letter-carriers are called upon to make more deliveries in the day, they must be relieved in the duties they now perform, to an equal extent, which will be shown more fully as I proceed with my details.

It is my intention first to state in detail my plan for carrying out another delivery in London, with a separate estimate of the expense; I shall then proceed to make a similar statement for the Country, with also a separate estimate of the expense, so that the Postmaster-general and the Lords of the Treasury may see the effect under their different heads, and may adopt either or both of the plans, should they deem it right to do so.

With respect to another delivery in London, I trust I may not be considered to exceed my duty by humbly remarking that I do feel some reluctance in proposing any measure that will alter the present well-defined hours of despatch, which are so well understood by the public, and which I really do believe with the majority affords ample accommodation, and is fully commensurate to their wants and expectations.

By the present regulations we make seven deliveries in the metropolis daily, and they take place every two hours, the first delivery commencing at 8 o'clock A.M., and the last at 8 o'clock P.M. In introducing another delivery the main point to be considered is, at what period of the day will it afford the most general accommodation. My own view is, that it will be better to take what may be considered the most business hours, which are between 10 and 4 o'clock.

A collection is now made at 10 o'clock in the morning, and another at 12. I propose to take half-past 11 o'clock for the latter. This, of course, will accelerate the delivery of all letters posted up to half-past 11 o'clock a full half hour. The next collection I propose to make at 1 o'clock, instead of 2, as at present. This, of course, will accelerate all letters put in up to 1 o'clock a full hour. The next collection I propose to make at half-past 2 o'clock instead of 2; and as I shall be very anxious to press this turn forward as much as possible, because of the General-post letters arriving by the day mails, and shall have a force on duty accordingly, I therefore hope to get the letter-carriers and the country rides despatched nearly as early as we do at present, viz. 4 o'clock. Collecting half an hour earlier for this despatch will certainly be an advantage to the country districts, as it will allow half an hour later for posting letters. I propose, that instead of the next collection being made at 4 o'clock, as at present, it shall be half-past 4. I am aware that I shall have some difficulty in carrying this latter change out, because the half hour will make a material difference, as so many letters will be posted between 4 and half-past 4 o'clock; but if it can be done (and I think it can) it will be worth some additional expense to accomplish.

By making the 4 o'clock collection as at present, we are enabled to clear off the whole of the letters for the 6 o'clock delivery before the country bags come in, which begin to arrive at half-past 5 o'clock, and they must be immediately examined because of forwarding the General-post letters to the Inland Office. Now collecting half an hour later would interfere with this unless we can accelerate the collections being brought in, which I propose to do by adopting the same means as we do for collecting at 8 o'clock in the morning to enable us to get the letters into the Inland Office for the morning mails. The advantage of this half hour would be considerable; it would tend to relieve the 8 o'clock night delivery, and it would allow half an hour later for posting letters to the country places that I propose to give another delivery to. I anticipate that by allowing this half hour, full 3,000 letters would be accelerated in their delivery. Should this plan be adopted, the number of deliveries and the hours of collecting from the Receiving-houses will be as follows:—

| MORNING. | | AFTERNOON. | |
|---|---|---|---|
| Hours. | Min. | Hours. | Min. |
| 8 | 0 | 1 | 0 |
| 10 | 0 | 2 | 30 |
| 11 | 30 | 4 | 30 |
| | | 6 | 0 |
| | | 8 | 0 |

By the present regulations the letter-carriers make four deliveries one day and three the next, so that each letter-carrier in London makes seven deliveries every two days. Now if this

this plan should be carried out they must make four deliveries daily, making three additional deliveries to them in the week. To meet this, I propose to make a new arrangement of the walks, which must either be reduced, by having new walks made, or by additional men attached to the present walks; for example, where there are now four men attached to a walk, to make it six, so that three men will go out upon the same walk alternate deliveries; the ground being divided as nearly equal as possible. I have adopted this plan upon former occasions, and find that it works well, and I think that it will be advisable to adopt it generally in the arrangements, as it will not increase the divisional sorting that additional walks would do. To meet all this I calculate we shall require the following additional letter-carriers, and they will be disposed of at the various offices as follows:

| | MEN. |
|---|---|
| For the principal office (General Post-office) | 36 |
| Charing Cross branch | 12 |
| North Row | 14 |
| Portland Street | 10 |
| Stepney | 8 |
| Southwark | 6 |
| | 86 |

This number upon the face of it may appear large, but when the extent of the ground that is to receive an additional delivery is considered, viz. from Sloane-street to Blackwall, and from the Regent's Park to the Kent Road, and that the whole of this densely populated metropolis, with its numerous streets, lanes, and courts, is to be gone over, and that by additional means, it will at once show that 86 men may be soon disposed of.

In the event of another delivery being made, we shall also require some relief to the sorters and sub-sorters, who are in attendance the whole of the day. At present between the intervals of the duty, they get a little time for refreshment, but another delivery will prevent this, as the despatches will be so quick upon each other, that it will require considerable exertion to clear off one despatch before the next commences.

I consider that two sorters and two sub-sorters will be required to give the necessary relief, in addition to which will be the charge for riding work. The total charge for making another delivery in London will be as follows:

| | PRESENT CHARGE. £. | s. | d. | MAXIMUM. £. | s. | d. |
|---|---|---|---|---|---|---|
| 86 letter-carriers, 1 *l.* per week each | 4,472 | – | – | 4,472 | – | – |
| 2 sorters or clerks | 140 | – | – | 200 | – | – |
| 2 sub-sorters | 140 | – | – | 180 | – | – |
| 1 porter | 52 | – | – | 52 | – | – |
| Riding work | 345 | 11 | 3 | 345 | 11 | 3 |
| TOTAL Charge per Annum £. | 5,149 | 11 | 3 | 5,249 | 11 | 3 |

Having disposed of a further delivery in London, I shall now proceed to consider the accommodation to be extended to parts of the country districts. I propose in this case to give another delivery to the towns and villages within a radius of six miles from the General Post-office. I at first had it in contemplation to recommend five miles, but as this would have excluded so many important and populous places, I have deemed it right to recommend six, although it will be attended with an additional charge.

You are aware, Sir, from what I have stated in former reports, and from various conversations I have had with you on the subject, that I have for some time been an advocate for this measure. By the present regulations, letters posted at the receiving houses after two o'clock or at this office after three, for the country districts or places generally beyond the three-mile circle, are not delivered till the following morning. Now as far as the distant villages are concerned, there is not much to complain of, but when we look to Paddington, Chelsea, Brompton, Deptford, Greenwich, and many other places similarly situated, I do think that there is just grounds for dissatisfaction, and I know that it has often been the cause of considerable disappointment. I also submit that as far as relates to places on the immediate boundary of the three-mile circle, the present regulations are inconsistent, because persons residing within the circle can receive a letter the same night posted up to six o'clock, while those beyond it cannot get one till the next morning, put in immediately after two o'clock. I therefore propose that we should extend the time for posting letters at the receiving houses for places within six miles of the General Post-office, till four o'clock, and at the principal office till five. Should another delivery be made in London, and the hour of collecting changed from four to half-past four o'clock, it will allow half an hour later for posting letters. I am satisfied such accommodation would give general satisfaction, and increase the correspondence. To show more clearly the importance of the measure, I shall add a list of the places that will be benefited by it.

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London District Post.

| | |
|---|---|
| Kingsland. | Bayswater. |
| Dalston. | Shepherd's Bush. |
| Shacklewell. | Brompton. |
| Hackney. | Chelsea. |
| Homerton. | Kensington. |
| Clapton. | Hammersmith. |
| Stoke Newington. | Fulham. |
| Tottenham. | Battersea. |
| Bow. | Wandsworth. |
| Old Ford. | Tooting. |
| Bromley. | Streatham. |
| Shalford. | Norwood. |
| West Ham. | Clapham. |
| Plaistow. | Brixton. |
| Upton. | Stockwell. |
| Low Leyton. | South Lambeth. |
| Leytonstone. | Vauxhall. |
| Walthamstow. | Newington Butts. |
| Islington. | Walworth. |
| Holloway. | Camberwell. |
| Hornsey. | Dulwich. |
| Somers Town. | Old Kent Road. |
| Camden Town. | Peckham. |
| Kentish Town. | New Cross. |
| Highgate. | Deptford. |
| Hampstead. | Greenwich. |
| Paddington. | Blackheath. |
| Kilburn. | Lewisham. |
| Kensall Green. | Lee. |

London will have either seven or eight deliveries a day. The places on the boundary of the three-mile circle, such as Camberwell, Newington Butts, Islington, Hackney, &c., will have six deliveries. Those places beyond the three-mile circle will have five deliveries, and the greater portion of the places beyond the six miles will have four. I humbly submit, that with such accommodation as this the public will have every reason to be satisfied, and that there can be no real grounds of complaint.

Although the additional delivery is proposed only to include a radius of six miles from the General Post-office, it will in almost every case be beyond it, because if the line of the circle only crosses a small portion of the town or village, the whole of the district will be included in the delivery, as it would be impossible, or if possible, it would not be proper to exclude any part, except in the case of detached or isolated places, where it may not be desirable or safe to send a letter-carrier to at night. The exceptions will, however, be so few to the general rule, that it will scarcely need a consideration. I only name it, to protect myself in the event of a complaint from any party that may be excluded.

With regard to the expense that must be incurred to carry out this accommodation, I find that it cannot be worked with less than 39 regular letter-carriers, 31 additional auxiliary assistants, and some additional allowances to the auxiliary assistants now in the service, who will be called upon to make another delivery, and to this must be added the riding work. The Deptford, Greenwich, and Blackheath bags I propose to send by the Greenwich Railroad as at present at the mid-day despatch. The increased charge will therefore be as follows:

| | £. | s. | d. |
|---|---|---|---|
| 39 Letter-carriers, at 1*l.* per week | 2,028 | – | – |
| 29 Auxiliary assistants, at 7*s.* per week | 527 | 16 | – |
| Two ditto, ditto, at 8*s.* | 41 | 12 | – |
| Additional allowances to auxiliary assistants now in the service | 262 | 12 | – |
| Riding work | 607 | 18 | 1 |
| Railroad | 20 | – | – |
| TOTAL Charge per Annum £. | 3,487 | 18 | 1 |

Should this measure receive the sanction of the Lords of the Treasury, the additional delivery will not be the only advantage following from it, as I intend to divide the walks so as to have the whole of the additional regular letter-carriers to go out with the present force, at the turn we deliver the General-post letters arriving by the morning mails, which has become very oppressive. The addition of 39 letter-carriers to this delivery will be an important relief, and a great advantage to the public, by causing an earlier delivery of their General-post letters.

I have for some time had it in contemplation to bring under the notice of the Postmaster-general the inadequate superintendence of some of the larger sorting-offices in the country, and I cannot do better than avail myself of the present opportunity.

A charge-taker is attached to every country sorting-office. Besides doing his duty as a letter-carrier, he makes up and receives the bags of letters to and from London; he is charged

charged with the postage, which he collects from the other letter-carriers, and remits it to the Receiver-general three times a week; he also pays the wages, answers the inquiries or complaints; and he is also expected to see that the letter-carriers are regular in their attendance, and discharge the duty properly, and to report them for neglect. For all this he receives 3 *s.* per week, in addition to his pay as a letter-carrier. It must be admitted that this has been a cheap way of getting the duty performed, and I have no reason to believe, as a general rule, in the small offices, but what it has been effective, but in the large offices since the great increase in the duty it is quite out of the question. I will take Brompton, Kensington, Paddington, Islington, Hackney, Newington Butts, Clapham and Blackheath. All these districts, should another delivery be made, will have from 12 to 16 letter-carriers attached to them; the charge-taker will either despatch or receive 10 or 12 bags of letters daily, and the number of letters to and from those districts will average from 20,000 to 30,000 weekly at each place, and as there will be five or six deliveries daily, the letter-carriers will be constantly bringing in their collections or going out to deliver. Now I would ask, is it possible for a man having his own heavy duty to perform as a letter-carrier to attend to all the other details with justice to himself or benefit to the service. I submit that it is not; I therefore recommend that superior charge-takers should be appointed to each of these places. I am sure there will be full employment for them, as they will have to make up and receive the London bags, to assist in the general sorting, to see that the letter-carriers are punctual in their attendance, and in fact they would be held responsible for the due performance of the duty, and report to me any irregularity. All complaints and inquiries will be referred to them for investigation, and they will be required to report the result to me. I am satisfied that such an arrangement will be a great improvement and benefit the service, as the letter-carriers will be under much better control by having a superior officer placed over them; indeed he will be looked upon as an inspector, and be attended to accordingly.

I propose that these superior charge-takers should receive the same wages as those now appointed to superintend the Southwark and Stepney Branch Offices, viz. 30 *s.* per week; they will have no other advantages, as their time will be wholly occupied in the office; men must be selected for the duty, who from their good conduct, general knowledge of the duty, and standing in the service are well qualified, and unless we pay them sufficiently to place them above the level of the common letter-carriers, we shall not get good men to accept the appointment.

Should eight charge-takers be appointed at 30 *s.* a week each, it will amount to 624 *l.* per annum, but as 12 of the present charge-takers will be abolished, viz. Chelsea, Brompton, Kensington, Paddington, Islington, Hackney, Newington Butts, Kennington, Clapham, Stockwell, Blackheath and Greenwich, who receive 3 *s.* per week each, amounting to 93 *l.* 12 *s.* per annum, it will reduce the expense for the superior charge-takers to 531 *l.* per annum. I feel satisfied the advantages that will follow from it will fully justify the additional outlay; indeed it is absolutely necessary that something should be done, or the service cannot proceed with any satisfaction.

Should the measure detailed in this report be adopted, I think it right to add, that in making the necessary arrangements for carrying them out, I cannot pledge myself that what I have asked will be sufficient, yet I have no reason to doubt but it will; I shall therefore proceed with them with the greatest care, and if I find I can make due provision for the duty, at a less outlay than I have calculated, it will be very satisfactory to me.

Lieut.-Colonel Maberly.

I am, &c.

(signed) *R. Smith.*

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MEMORANDUM.

On the proposed Additional Delivery at Country Places within Six Miles of St. Martin's-le-Grand.—(*Vide* Postmaster-general's Report of the 31st March 1842, No. 6521.)

AT present letters are not delivered the same night in the suburbs of London if posted at a receiving house in town after two o'clock in the afternoon; this is the case even at places no more remote than Islington and Bayswater.

Letters posted at the receiving houses between two o'clock and six are carried out by the night mails, and though by far the most numerous despatch of the day (in the District Post) the letters are suffered to lie at the country offices all night, and are not delivered till the next morning. It is now proposed by the Post-office to have an intermediate despatch to places within six miles of the chief office of letters posted between two and four o'clock, and to deliver such letters the same evening. The cost of this improvement is estimated at 4,018 *l.* 6 *s.* 1 *d.* per annum, of which 2,860 *l.* is for additional letter-carriers.

A slight consideration will show that the convenience of the public will be consulted by making the last despatch of letters to be delivered the same day, as late as practicable. And, as the evening mails reach the most distant of the places in question by about a quarter before nine, it appears to me that the letters ought to be delivered, except at isolated places (which are also excepted in the plan proposed by the Post-office) the same evening; and as this arrangement would merely substitute one delivery for another, and would require no additional riding-work, the greater accommodation to the public would be afforded without

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London District Post.

any additional cost to the Post-office, except, perhaps, a trifling increase of pay to the letter-carriers for making a night instead of an early morning delivery.

The inconvenience to the letter-carriers is, as far as I am aware, the only objection to the plan; but though quite ready to admit that some inconvenience will be felt, especially in the winter, I cannot but think that, like policemen, and many other public servants, the letter-carriers should make whatever sacrifice public convenience may require.

As regards the few letters addressed to isolated places, I propose to include them in the General-post delivery of the next morning, which, on the plan described in the "Agenda," would be made much earlier than at present. If, however, a delivery after the arrival of the mails should, after full consideration, be thought too late, I would then recommend that the despatch should follow the five o'clock collection, which is now made for the purposes of the General Post. The expenses under this arrangement would, perhaps, be much the same as if the despatch followed the four o'clock collection, as proposed by the Post-office; but the additional hour would be a great convenience to the public, more especially as the time for sending the letters in question to the receiving houses would then coincide with that for sending General-post letters.

The despatch from the chief office should be so timed as to include all letters addressed to the places in question, which may be received at the chief office from country places, by the afternoon despatch from such places. As these letters reach the chief office between 5 hours 30 minutes and 6 hours 5 minutes P.M., it is presumed that the despatch from the chief office, now under consideration, might be made about half-past six.

Under this arrangement a letter posted at any country office within the 12-mile circle by about four o'clock, would be delivered at any place within six miles of the chief office the same night, instead of the next morning as it now is, and as it would continue to be, under the arrangement proposed by the Post-office; unless, indeed, the despatch from the chief office were purposely delayed.

Although District-post letters are in time for the eight o'clock despatch when posted at the receiving houses by six, it is found that about two-thirds of the whole number are posted with the General-post letters by five o'clock; and of the remaining one-third many, no doubt, would be so posted, if thereby the advantage were secured of delivery the same evening.

It appears, therefore, that a despatch at about half-past six o'clock would include nearly all the letters which now go on by the eight o'clock despatch; of those which had previously come in from the country, it would take all without exception; and of those posted in London, nearly all. Such being the case, it may perhaps be doubtful whether the early morning delivery would any longer be necessary, especially if the next delivery were made as early as practicable.

If the early morning delivery could be superseded, the additional cost of the plan would be trifling; but this could not be done without a sacrifice which does not attach to the plan of a delivery after the arrival of the evening mails.

The additional despatch, if made at all, should, I submit, be effected by means of the omnibuses; without requiring a higher speed, however, than that at which they now run, say six miles an hour. The difference of time caused by this arrangement would be trifling even as regards the most distant places, and as the measure would be altogether new, no reasonable complaints could arise; while the saving of expense would, I have reason to think, be considerable.

Still the arrangement, as a whole, appears to me to be less economical and less serviceable to the public than the plan of a delivery after the arrival of the evening mails, though as compared with that proposed by the Post-office it would afford an important increase of accommodation to the public, and probably at a less cost.

27 May 1842. (signed) *Rowland Hill.*

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Sir, Twopenny Post-Office, 19 July 1842.

I TRUST I shall not be considered exceeding my duty in drawing your attention to a Report that I forwarded on the 1st March last, which had been prepared in obedience to the orders of the Postmaster-general, and in which I venture to recommend that another delivery should be made at a later hour in the day at places within six miles of the General Post-office.

My reasons for bringing this subject again under your notice are, first, should it be likely that the proposition will receive the sanction of the Lords of the Treasury, it will be much to the benefit of the service if it can be carried out in the summer months, because the additional delivery will have to be made at a late hour in the evening, and it will be a great advantage to the new letter-carriers to begin it when they have daylight, as they can make themselves acquainted with the ground and the inhabitants before the dark evenings commence, which will materially assist them in the quick as well as correct delivery of the letters.

Secondly, The additional force that will be required to carry the measure out will be a great assistance to the general duty, as it will enable me to relieve several districts that are now considerably oppressed and overworked, as I shall make a new division of the walks, and so class the men that the whole force will go out at the heavy deliveries; and as some of the districts will have two and three additional men, it will be a material relief to the present men and a considerable advantage to the public, because the letter-carriers will have less ground to cover, and which of course must accelerate the delivery of the letters.

Should

Should his Lordship not obtain the sanction of the Treasury for the additional delivery, I regret to say that it will then be my duty to submit the case of several of the districts, and to ask for more assistance; as I am assured by the surveyor, and I have every reason to place the fullest confidence in his statements, that in many of the districts the duty has become so oppressive, that the men have scarcely time to get the necessary refreshments, and that the deliveries are completed much too late; and he is confident that as the winter approaches, and the dispatches are made later, it will be almost impossible at some of the places for the men to complete their deliveries in sufficient time to enable them to collect for the next delivery. The pressure at many of the places round London is as much caused by the increase of buildings as letters; and it must be remembered that at all the places beyond the limits of the General-post letter-carriers' delivery, the letter-carriers of this department have to contend against the increase in the General as well as the London letters.

I can assure you, Sir, that I at all times feel most reluctant in making any application that involves additional expense, and at a time like this, when the Government have so much to contend against from the distress of the country, and the difficulty in meeting the expenditure, it is doubly necessary that I should be so: at the same time, placed at the head of a department such as this, in which public interest is so much concerned, I am satisfied that I should not be considered discharging my duty if I were to allow any branch of the service to fail by neglecting to bring the subject under the notice of his Lordship, and applying for such assistance as will enable us to carry out to the fullest extent the accommodation that we profess to give the public.

I am, &c.
(signed) *R. Smith.*

Lieut.-colonel Maberly,
&c. &c. &c.

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Treasury Minute, dated 12 August 1842.

Write to the Postmaster-general that, although the giving another delivery as proposed in the country districts will occasion a considerable expense, my Lords think that it will afford so great an additional convenience to the persons residing near London, that they deem it proper to authorize its adoption as recommended by the Postmaster-general.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 22 November 1842.

With reference to the correspondence I have had with your Lordships on the subject of affording additional accommodation by the London District Post to places within six miles of this office, I have the honour to forward for your information copy of a Report from the Superintending President, stating that the arrangements are now complete and in full operation. 1.

This measure appears to afford much satisfaction to the public, and I am happy to be enabled to state that it has been carried into effect at an expense less by 54*l.* 4*s.* per annum than the amount estimated.

I have, &c.
(signed) *Lowther.*

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Sir, Twopenny Post-office, 5 November 1842.

I have to report that the arrangements for extending a later delivery of letters to places within six miles of London are now completed and in full operation; and, as far as I can judge from its present working, there is every reason to believe that all the advantages calculated from the measure will be fully realized.

The surveyor assures me that the residents in the parts benefited by the change are much pleased, and consider it a great accommodation, and there can be little doubt that it will ultimately increase correspondence.

In addition to the advantages of the additional delivery, the force put on to carry it out has enabled me to give much important relief to the populous districts round London, and to materially accelerate the delivery of the General-post letters, which was much wanted; and when I state that the acceleration has been (at several of the places) to the extent of from half an hour to an hour, it will at once show the benefit resulting from the change. It is further satisfactory for me to be enabled to report that the whole of the arrangements have been carried out and well provided for within the sum estimated, and sanctioned by the Treasury, as the Directors of the Greenwich Railroad do the additional service for 10*l.* per annum less than the sum estimated, and there is a further saving of 17*s.* per week in making the necessary provision for the duty.

I am, &c.
(signed) *R. Smith.*

Lieut.-colonel Maberly,
&c. &c. &c.

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Appendix, No. 15.

Proposed Arrangement for Day Mail to Leeds, Newcastle-upon-Tyne, &c.

## Appendix, No. 15.

CORRESPONDENCE, and STATEMENTS relative to the Establishment of a DAY MAIL to *Leeds, Newcastle-upon-Tyne*, &c.

LETTER from the Postmaster-general to the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I THINK it necessary to bring under your notice, before it is strongly pressed upon you, the expediency of granting a day mail to Leeds, now that the railway is open to that place, in the same manner you have already given it to many other large and commercial towns which could be benefited by such an arrangement. The chief places that would receive advantage from such a mail would be Leicester, Nottingham, Derby, Sheffield, Wakefield, Leeds, and Halifax. I do not purpose at present to extend it to York and Hull, as the arrival would be so late that they could derive little benefit from it; but as this is not the case with the other towns, I do not see how we can refuse the boon to them with any fairness, or with any regard to the great interests involved. As, however, a train returning in the middle of the night from Leeds would be very expensive, and comparatively of little benefit, I should not be disposed to bring one back, adapted to an arrival for the mid-day delivery in London at 2 p. m., but would adopt one of the day trains from Leeds to London, which might be obtained at a low cost, and which, if it arrived by five o'clock, would accomplish the most material object of a day mail, the acceleration of the correspondence passing through London, at a reasonable rate. I should, however, point out, that this will not be the case when the line is open to Newcastle, when in all probability the arrangement suggested must be modified, and a mail brought in at half-past one, p. m., as by such an arrival Newcastle and the important towns near it would obtain an excellent communication with London, an accommodation which, I think, it would be difficult to resist. Another reason for this course is, that as the day mail on its return, leaving Leeds in the middle of the night, would pass the towns on the line at a very early hour in the morning, the correspondence for London from these towns would be very small, and very little benefit derived from the day mail. I submit, therefore, that I may receive your Lordships' authority to establish a day mail on the plan proposed. With respect to the night mail, I have not thought it necessary to consult you, as such a measure was obviously unavoidable the moment the whole line of railway was open to Leeds, York, and Hull, though I shall report the amount of the sums awarded to the different branch railroads, when it shall have been fixed by the arbitration which, in this case, it will be necessary to resort to.

General Post-office,
23 July 1840.

I have, &c.
(signed) *Lichfield.*

LETTER from the Postmaster-general to the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

IN reminding your Lordships that I obtained your authority for the establishment of a day mail between London and Leeds, on a communication which I had the honour to address to you, dated the 23d July 1840, copy of which I enclose, I beg at the same time to state, that I was deterred from carrying the measure into effect, as I found that I could not accomplish the object except at an expense which the advantage to the towns on the line was hardly sufficient to justify.

My first impression on this question was, that a day mail from Leeds, by some one of the ordinary trains from that town in the morning, might be brought into London about five in the afternoon, which would have been important for the acceleration of letters passing through London, although the time of arrival would have been too late to admit of a delivery of the London letters the same evening. In this anticipation I was disappointed, as I could not effect an arrival in London, by any ordinary passenger-train of the North Midland Company from Leeds, at the required time; while the companies on the line, if served with a regular notice under the Act of Parliament, would have been compelled to put on a special train for the conveyance of this mail, and would have demanded of course a much higher payment than they would have obtained if they had merely employed their own trains for the service.

I was further induced to postpone acting upon your authority, by the consideration that Leeds, the most important town on the line, for which the benefit of the measure was intended,

intended, would not obtain its letters by the proposed day mail in time for an evening delivery; while, admitting the advantage which would have accrued to the other places on the line, including Sheffield, Derby, and Leicester, I could not view it as sufficient, under the circumstances, to justify the expense of a special train on the return, by which alone the object, as regards the acceleration of the correspondence passing through London, could have been accomplished.

The acceleration of the night mail to Darlington, Newcastle, &c. by the Great North of England Railway, which is now in full operation, has, however, very materially altered this important question; as, in addition to the great advantages which a day mail would confer upon Newcastle, by expediting its communications with the metropolis, by affording that town the benefit of a return mail, and the accommodation which would be given to all the other towns upon the line, it would in a great measure supply the place of the old York and Edinburgh mail, and enable me to remedy a defect in the circulation of letters between the northern parts of England and the eastern counties, as well as a similar defect in the circulation of letters between Leeds, York, Hull, and Newcastle, as the day mail would restore to these towns a direct post for their local communications with each other by night which they lost when the old Edinburgh mail was unavoidably discontinued; and it is right I should mention, that the tardy communication by post, in both these cases, has been the subject of frequent complaints from the public.

I do not, however, conceal from your Lordships, that the measure will be attended with very considerable expense, as a mid-day delivery in London, which will be of the greatest importance to Newcastle, which of course all the towns on the line will have, as this train must fall in at Rugby with the return Irish and Scotch day mail to London, cannot be secured except by such an arrangement of the time of the up train to London over a great portion of the line as would not suit the convenience of the passengers; and, consequently, as the companies would be compelled to run a special train for the conveyance of the mail, they would inevitably demand a very high payment for the service.

At Leicester, Derby, and as far as Sheffield, and the rest of the line, the great advantage derived will be from the day mail down, which will no doubt be highly appreciated by the inhabitants of those towns. Newcastle, however, will be chiefly benefited by the up day mail, as the merchants and traders of that important town will be enabled to answer their letters from London nearly a day sooner than they can at present, as there will be a convenient interval for this purpose between the arrival of the night mail from London and the dispatch of the day mail to London.

As, however, this desirable arrangement, as I have before stated, cannot be effected except at a very considerable expense, I leave it entirely for your Lordships to decide, whether the advantages of the measure, which will extend more or less to all the towns upon the road, and the acceleration of the correspondence passing through London, are sufficient reasons to justify your Lordships in giving me directions to carry the measure into effect, and I beg therefore your early decision on the subject, especially as I am much pressed by memorials from Leicester, Sheffield, Leeds, and Newcastle, all which towns are anxious to reap the benefit of such an arrangement.

I have, &c.

General Post-office, 6 August 1841. (signed) *Lichfield.*

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Treasury Minute, dated 1 October 1841.

(16,734.)

Write to the Postmaster-general that my Lords entirely concur with his Lordship in the importance of establishing a day mail between London and Newcastle-upon-Tyne, as a means of affording to the important towns on that line of road the convenience of two dispatches per day, and of restoring to certain of these towns the advantages of communication with each other by night, of which they were deprived when the old Edinburgh mail was discontinued.

At the same time, looking to the great expense which the Postmaster-general anticipates would attend the execution of the plan which has been proposed for effecting these objects, my Lords cannot but agree with his Lordship in considering it very questionable whether the advantages to be derived from it would justify the expense which would be incurred.

Being very desirous, however, that the proposed plan should not be altogether abandoned, my Lords have carefully considered whether some modification of it might not be made which, without materially reducing its advantages, would bring the cost within moderate limits. And to this question my Lords desire to draw the attention of the Postmaster-general.

My Lords understand the plan proposed by the Postmaster-general to be as follows:—That the mail shall be conveyed by railway between Darlington and Rugby, at such hours as to fall in at the latter place with the existing Irish and Scotch day mail to and from London; the conveyance between Darlington and Newcastle being effected by coach or other ordinary means.

Under this arrangement the up mail would leave Newcastle probably about 8 p. m., and Darlington about midnight; arriving in London about 1 h. 30 m. p. m. The down mail would

Appendix, No. 15.

Proposed Arrangement for Day Mail to Leeds, Newcastle-upon-Tyne, &c.

would leave London at 9 h. 45 m. a. m., reaching Darlington probably about 11 p. m, and Newcastle about 3 a. m.

This, as pointed out by the Postmaster-general, would require that a considerable part of the line of railroad should be travelled over by the up mail at hours which would not suit the convenience of passengers; consequently, special trains would be necessary, and the payment to the companies would amount probably to several thousand pounds per annum.

The modification which my Lords desire to suggest for the consideration of the Postmaster-general is as follows:—Directing attention, in the first instance, to the conveyance between Leeds and London, my Lords propose that the mail shall arrive in London, as originally intended by the Postmaster-general, at a much later hour in the afternoon than that now proposed by his Lordship, in order that a larger portion of the line may be travelled over in the day time, and the hours thus made more suitable for general traffic.

My Lords find that a train now leaves Leeds at 6 o'clock a. m., and reaches London at 6 o'clock p. m. The latter hour would perhaps be too late to admit of the letters which pass through London being forwarded conveniently by the evening mails at 8 h. p. m.; but without altering the hour of departure from Leeds, the train might reach London at 5 h. p. m. (the hour originally intended by the Postmaster-general), or even as early as 4 h. p. m., without exceeding the speed at which the night mail from Leeds now travels.

My Lords also find, that a train which now leaves London at 9 h. 15 m. a. m., reaches Leeds at 6 h. 45 m. p. m.; and as this train arrives at Rugby only a few minutes before that which takes the Irish and Scotch day mails, my Lords conclude that there could be no difficulty in arranging for the Leeds day-mail bags to accompany the Irish and Scotch day-mail bags as far as Rugby, and to be forwarded from thence to Leeds by the abovenamed train.

As, under the arrangement here suggested, the trains now actually running would serve, with slight modifications, my Lords presume that the expense so far would be very moderate.

As respects the conveyance to the north of Leeds, my Lords find that the train already mentioned as reaching Leeds at 6 h. 45 m. p. m. proceeds to York, where it arrives at 7 h. 30 m. p. m., and thence on to Darlington, which latter place it reaches at 11 h. p. m.

As regards the return trains, however, it does not appear that any train leaves Darlington or even York at such an hour as to fall in with that which starts from Leeds at 6 h. a. m.; looking however to the rivalry which now exists between the companies interested in the two great lines of railway conveyance to the north, namely, those at present terminating, respectively, at Lancaster and Darlington, and to the fact that since the opening of the Great North of England Railway the route to Edinburgh *viâ* Darlington is the most expeditious, my Lords think it not improbable that if moderate payment were offered to the Great North of England Railway Company to run a passenger train from Darlington, at a suitable hour for the conveyance of the mail, it would be accepted, especially if it could be shown that the Post-office had other means at its command of effecting its objects.

If the company should refuse a reasonable offer to this effect, my Lords are of opinion that the proper course would be to arrange for a train from York, to fall in with the train from Leeds; for which purpose it would have to leave York about 5 h. 15 m. a. m.; and then to convey the mail between Newcastle and York by mail-cart, provided, as appears most probable, that it could not be economically conveyed by coach. For reasons which it is unnecessary to state, both the up and the down mail should be conveyed by the same means, although, as before shown, the down mail might be carried as far as Darlington by a train now running.

The distance from York to Newcastle by turnpike road is 82 miles, and the time required by the old mail-coach was about nine hours; if, therefore, the mail-cart started from York at 8 h. p. m., it would reach Newcastle about 5 h. a. m.; and in order that the return mail may reach York at 5 h. a. m., it must start from Newcastle about 8 h. p. m.

A comparison of these hours, with those under the arrangement proposed by the Postmaster-general will show that practically they are the same. In either case the mail would be conveyed between York and Newcastle, both ways, in the night; and whether at the extreme or intermediate places, letters might be posted as late, and delivered as early, under one plan as under the other.

But the expense of the plan now suggested would apparently be comparatively small, inasmuch as the necessity for special trains, the chief cause of the excessive charges for railway conveyance, would be nearly, if not altogether, avoided.

If the company should not be willing, for a reasonable payment, to dispatch a train even from York at a proper hour to fall in with the up train from Leeds, it would remain for consideration, whether to bear the expense of a special train for a short distance, or to start the mail-cart from Leeds instead of York. If the latter alternative were adopted, the hours of arrival and departure at Newcastle would be somewhat less convenient.

Assuming that the conveyance of the mail by railway is made to extend at least as far as York, it appears to my Lords, on a careful comparison of the advantages and disadvantages of the plan first proposed and that now suggested, that while the latter is far the more economical of the two, it is in other respects, all things considered, equally advantageous to the public.

First, as regards the down mail from London to York, the arrangements under both plans are strictly identical, and beyond York, as already stated, they are practically the same.

Second, as regards the up mails. Here too, as previously stated, the arrangements are practically the same from Newcastle to York; but from York to London the hours would

be

be much more convenient for posting letters under the arrangement now suggested, because considerably later. To Nottingham, Derby, and Leicester, it would afford the convenience of a forenoon dispatch; whereas, under the arrangement first proposed, the hours of departure, as regards these towns, and, indeed, as regards all important towns on the line, except the more remote, would be so early in the morning as to give little or no facility for dispatching letters, beyond that already furnished by the night mail.

As regards the delivery in London of the letters in question, the arrangement proposed by the Postmaster-general is probably the most advantageous, because, although the mails under that arrangement would undoubtedly bring a smaller number of letters, those letters would be delivered sufficiently early to admit of reply by the evening's post; whereas, under the arrangement suggested by my Lords, although there would, it is presumed, be no difficulty in effecting a delivery the same evening (at least within the three mile circle), there would of course be no chance of replying by the evening post, except, perhaps, when parties, by previous arrangement, applied for their letters at the Post-office.

As regards those letters from the north which pass through London, the arrangement now suggested appears to possess a decided superiority, inasmuch as the opportunity of dispatching such letters is extended thereby to a greater number of towns.

And finally, as regards the important object which the Postmaster-general has in view, of remedying the defect in the circulation of letters between certain large towns in the north of England, my Lords are of opinion that the two plans may be considered as equally efficient.

On a careful review of the whole subject, my Lords are inclined to give a decided preference to the plan now suggested: it will require comparatively little change in the existing arrangements of the Railway Companies; it will not, apparently, be very expensive, and it can, therefore, be tried without much difficulty. One advantage which my Lords anticipate from the experiment is this, that it will assist the Postmaster-general in ascertaining how far the London merchants and others value the opportunity of replying the same evening to letters brought by the day mails. Judging from the complaints which have been made of the inconvenience of a second delivery in business hours, my Lords think it not impossible that that which appears to be a defect in the arrangement now suggested, may be viewed very differently by the London public.

If experience should show that the inhabitants of London do not desire an early delivery of the letters in question, it may then, perhaps, be considered expedient to bring the other day mails into London at a later hour than at present; and thus extend to a greater distance from the metropolis the conveniences of a forenoon dispatch, and accelerate the correspondence passing through London. It must not be forgotten, however, that if the day mails reached London so late as five o'clock, one effect would be, to add to the labours of the Inland-office at the time there is already a great pressure upon it. This consideration furnishes an objection, to a certain extent, to the arrangements herein suggested with regard to the Newcastle day mails; but it is presumed that the number of letters would not be very large.

My Lords desire that the Postmaster-general will report fully on the plan now suggested. Should his Lordship concur in the views taken by this Board, my Lords would wish to see the plan carried into effect as early as convenient. Should experience confirm their Lordships' anticipations, it will then be important to consider whether the mails to and from Scotland (at least the day mails) should not be conveyed along the same line, as a means of avoiding the heavy charges for these mails on the lines north of Liverpool and Manchester. Until the experiment is fully tried, however, my Lords are of opinion that it would be inexpedient to make any change as regards other lines of communication, although so long as the Irish and Scotch day mails continue to arrive in London at a different hour from the Newcastle mail, it will of course be necessary to pay an additional mileage between London and Rugby.

Considering the question, as to the expediency of establishing a day mail between London and Newcastle, to depend mainly on the expense which would be incurred, my Lords suggest for the consideration of the Postmaster-general, whether, instead of resorting to the usual mode of running the mail, and leaving the compensation to the companies for after determination, it would not be advisable in the present instance, whichever plan may be preferred, first to ascertain what the charges of the several companies would be (at least as regards the line between London and York) letting the companies clearly understand that the measure will be adopted or not, according as their demands are reasonable or otherwise.

14 September 1841.

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Treasury Minute, dated 28 January 1842.

(16734/41.)

Write to the Postmaster-general, and referring to the letter from this Board of the 6th October last, on the subject of a proposed day mail to Leeds, Newcastle, and other places, request his Lordship will favour my Lords with his report thereon at his earliest convenience.

January 1842.

Appendix, No. 15.

Proposed Arrangement for Day Mail to Leeds, Newcastle-upon-Tyne, &c.

(1724.)

LETTER from the Postmaster-general to the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 7 February 1842.

With reference to the question of establishing a day mail to Newcastle, I have the honour to submit for the information of your Lordships, copies of three reports from Mr. Stow, the superintendent of mail-coaches, who has been in communication with the secretaries of the several railways, with the view of ascertaining the practicability and expense of the modified plan for that mail, as recommended in Sir Thomas Fremantle's letter of the 6th October last.

Your Lordships will see the companies have proposed an arrangement into which they are willing to enter; but that it is impossible to adopt it, as the train which they intend to use for the purpose leaves London at too early an hour for the object in view, more especially as regards the letters from London, which cannot be collected at the various receiving houses in the three-mile circle before eight o'clock in the morning; thus narrowing so much the time for sorting, as to render it impracticable for the Inland-office to get the bags ready for dispatch from hence sooner than 9 h. 15 m. a.m.

A further application has been made to the various railways, in hope of getting them to make such an arrangement of their trains with each other as would obviate the difficulty affecting the Inland-office; but your Lordships will see by the inclosed copies of letters from the secretaries to the various railways, that the companies decline to make any alteration in the times of dispatch from London or Rugby for the required purpose.

In any point of view, the expense of the measure will be unavoidably heavy, even if the modified plan proposed by your Lordships could be carried into effect; but if, notwithstanding the great cost attending it, you should deem it advisable to adopt the measure, I submit, for the consideration of your Lordships, whether the best course will not be to advertise for tenders for the required mail coach between York and Newcastle, and to serve notices upon the Midland, North Midland, and York and North Midland Railways, to convey the mail bags and the guards at the requisite time in continuation of the present day mail from London, and to leave the question as to the expense of the service on the railways to the result of an arbitration, as it seems hopeless to expect that the railway companies can, in any other way, be brought to an agreement to do what is required of them, in order to accomplish the important object of a day mail to Newcastle.

I have, &c.
(signed) *Lowther.*

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LETTER from *George Stow*, Esq. to Lieut.-colonel *Maberly*.

Sir, General Post-office, 13 October 1841.

I beg to return the various papers relative to the establishment of a day mail to Newcastle upon Tyne, together with the letter from the Treasury addressed to the Postmaster-general.

I submit a time bill, framed in accordance with the Treasury letter, worked by railway (with a dispatch from London at the present day-mail hour of dispatch) to York, and thence by mail-cart to Newcastle, and on the return from Newcastle by mail-cart to York, and from York to London by railway, adopting the train alluded to in the Treasury letter, leaving Leeds at 6 a.m.; with which train I have framed the bill to form a junction at Normanton, reaching London at 5 p.m., worked at the present rate of mail-train speed. It is proposed in the Treasury letter, in order to avoid the expense that would arise from the use of the railway between York and Darlington, especially on the up journey, that the bags should be conveyed by mail-cart between York and Newcastle, and it is assumed that the journey could be performed (the distance being 82 miles) in nine hours. It must be recollected that the journey both ways would be during the night, the carts would pass each other on the road, and consequently it would be a double ride; and recollecting the high rate of speed at which it is proposed to work, viz. upwards of nine miles an hour, I question very much whether a contract could be made even at the high rate of 10*l.* per mile. Assuming, however, that a contract could be made at the rate I have stated, I am satisfied a mail-cart could not perform the service; if a London bag, for Newcastle only, were to be conveyed by the proposed cart, there would be no difficulty about it; but it must be borne in mind, that in addition to London, bags for all towns on the line, bye-bags, must also be conveyed; and as there will be no stop for official duty between Newcastle and Derby, the number of bags will necessarily be very great, so much so, that in my opinion a mail-cart could not carry them, and even if it could, the driver could not work them. If the plan is tried, it will, I am satisfied, be necessary to find parties to work a coach between York and Newcastle; for which, I apprehend, a high rate of mileage would be demanded.

I am, &c.
(signed) *George Stow.*

DRAFT of TIME BILL by Railway from *London* to *Rugby* and *York*, and from thence to *Newcastle*.

| M. | F. | H. | M. | Dispatched from the General Post-office: | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 33 | 6 | 1 | 44 | Arrived at Tring, at | - | - | - | - | - | 10 | 59 — |
| 20 | 2 | 0 | 50 | — Wolverton, at | - | - | - | - | - | 11 | 49 — |
| 31 | 0 | 1 | 21 | — Rugby, at | - | - | - | - | - | 1 | 10 P.M. |
| 20 | 0 | 0 | 57 | — Leicester, at | - | - | - | - | - | 2 | 7 — |
| 29 | 2 | 1 | 32 | — Derby, at | - | - | - | - | - | 3 | 39 — |
| 24 | 0 | 1 | 23 | — Chesterfield, at | - | - | - | - | - | 5 | 2 — |
| 16 | 0 | 0 | 31 | — Masborough, at | - | - | - | - | - | 5 | 33 — |
| 20 | 2 | 0 | 52 | — Wakefield, at | - | - | - | - | - | 6 | 25 — |
| 25 | 4 | 1 | 5 | — York, at | - | - | - | - | - | 7 | 30 — |
| — | | 0 | 30 | Thirty minutes allowed | - | - | - | - | - | 8 | 0 — |
| 13 | 0 | 1 | 26 | Arrived at Easingwold, at | - | - | - | - | - | 9 | 26 — |
| 10 | 6 | 1 | 12 | — Thirsk, at | - | - | - | - | - | 10 | 38 — |
| 9 | 0 | 1 | 0 | — Northallerton, at | - | - | - | - | - | 11 | 38 — |
| 16 | 0 | 1 | 46 | — Darlington, at | - | - | - | - | - | 1 | 24 A.M. |
| 18 | 5 | 2 | 6 | — Durham, at | - | - | - | - | - | 3 | 30 — |
| 14 | 4 | 1 | 37 | — Newcastle, at | - | - | - | - | - | 5 | 7 — |
| 301 | 7 | 19 | 52 | | | | | | | | |

DRAFT of TIME BILL by Cart from *Newcastle* to *York*, and from thence by Railway to *Rugby* and *London*.

| M. | F. | H. | M. | Dispatched from Newcastle, at | - | - | - | - | 8 | 6 P.M. |
|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 4 | 1 | 37 | Arrived at Durham, at | - | - | - | - | 9 | 43 — |
| 18 | 5 | 2 | 6 | — Darlington, at | - | - | - | - | 11 | 49 — |
| 16 | 0 | 1 | 46 | — Northallerton, at | - | - | - | - | 1 | 35 A.M. |
| 9 | 0 | 1 | 0 | — Thirsk, at | - | - | - | - | 2 | 35 — |
| 10 | 6 | 1 | 12 | — Easingwold, at | - | - | - | - | 3 | 47 — |
| 13 | 0 | 1 | 26 | — York, at | - | - | - | - | 5 | 13 — |
| — | | 0 | 30 | Thirty minutes allowed | - | - | - | - | 5 | 43 — |
| 25 | 4 | 1 | 0 | Arrived at Wakefield, at | - | - | - | - | 6 | 43 — |
| 20 | 2 | 1 | 7 | — Masborough, at | - | - | - | - | 7 | 50 — |
| 16 | 0 | 0 | 41 | — Chesterfield, at | - | - | - | - | 8 | 31 — |
| 24 | 0 | 1 | 2 | — Derby, at | - | - | - | - | 9 | 33 — |
| 29 | 2 | 1 | 55 | — Leicester, at | - | - | - | - | 11 | 28 — |
| 20 | 0 | 1 | 4 | — Rugby, at | - | - | - | - | 12 | 32 — |
| 31 | 0 | 1 | 30 | — Wolverton, at | - | - | - | - | 2 | 2 P.M. |
| 20 | 2 | 1 | 5 | — Tring, at | - | - | - | - | 3 | 7 — |
| 33 | 6 | 1 | 53 | — General Post-office, at | - | - | - | - | 5 | 0 — |
| 301 | 7 | 20 | 54 | | | | | | | |

LETTER from *George Stow*, Esq. to Lieut.-colonel *Maberly*.

Sir, General Post-office, 30 November 1841.

I BEG to state, that in accordance with your instructions, I placed myself in communication with the different railway directors whose lines it would be necessary to adopt for the proposed day mail between London and Newcastle, with a view of ascertaining, as nearly as possible, what would be the expense of such an undertaking; and I also, with the same object, wrote to Mr. Maddocks, of York, to inquire the terms on which he would contract for a mail-coach from York to Newcastle.

I now enclose a statement of the charges that would be made by all the parties concerned. It will be seen that the expenses incurred by the establishment of the proposed mail will necessarily be very great; but, notwithstanding, I do not anticipate much difficulty in making the requisite arrangements, provided that the Postmaster-general consents to use, with but slight alterations, trains which are now running; for instance, the London and Birmingham Company agree to postpone for three-quarters of an hour one of their trains, which at present leaves Rugby at 11h. 17m. a. m.; thus securing an arrival at the Euston-square station at about 4 p.m.; and for this service they require 2*l.* 10*s.* per day.

Appendix, No. 15.

Proposed Arrangement for Day Mail to Leeds, Newcastle-upon-Tyne, &c.

The Midland Counties Company readily fall into the plan, and propose to perform the service at the same rate of charge as the London and Birmingham Company, on condition that the mail is dispatched from London by their 9h. 15m. a. m. train, and that no delay occurs at Rugby. To this arrangement, as no charge would be made for the conveyance of the mail from London to Rugby, I do not imagine there could be any objection if the bags can be made up and sent from this office at 8h. 45m. a.m.; but this is a question on which you will no doubt think it right to consult Mr. Bokenham.

The North Midland Company undertake to perform the service at the rate of 10 *d.* per single mile, and the York and North Midland for the sum of 4*l.* 4*s.* per day.

As to the mail-coach between York and Newcastle, I submit that in the event of the measure being decided on, it would be advisable to advertise the contract, as the terms asked by Mr. Maddocks, viz. 1 *s.* 6 *d.* per double mile, are certainly very high; and I have reason to believe that there is another party who would be willing to undertake the service at a lower rate.

I should state, that in calculating the expense of this measure, I have assumed that the proposed mail would not be required to run on Sundays; should it however be in contemplation to work it every day, the cost would be increased to a very considerable extent, as the London and Birmingham Company have no train on Sundays which could be rendered available for the purpose, and it would therefore be necessary to have recourse to a special train, at an expense of 10 *s.* per double mile.

I am, &c.
(signed) *George Stow.*

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LETTER from *George Hudson*, Esq. to *George Stow*, Esq.

Sir, York, 28 October 1841.

In answer to your letter of the 23d instant, I beg to inform you, for the information of the Postmaster-general, that the York and North Midland Railway would perform the service referred to in your letter for the sum of 4*l.* 4*s.* per day.

I am, &c.
(signed) *Geo. Hudson.*

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LETTER from *R. Creed*, Esq. to *George Stow*, Esq.

London and Birmingham Railway-office, Euston Station,
Sir, 10 November 1841.

Having laid before the directors your letter to me of the 5th instant, I am instructed to state, for the information of the Postmaster-general, that the company, with a view to the public accommodation, although at some inconvenience to themselves, are willing to defer the departure of the train which now leaves Birmingham at 10 a. m. to half-past 10, and from Rugby to 12 o'clock at noon, and that the charge to the Post-office for the service will be at the rate of 2*l.* 10*s.* per diem, which is the estimated expense of conveying a mail-guard daily up and down, and the bags up, estimated to weigh, say 3 cwt., of which 1 cwt. is free of charge. The company would allot the imperial of one of their mail-carriages for the bags.

I am further desired to add, that the cost of a special train for the same purpose would be at the rate of 5*s.* per mile.

I am, &c.
(signed) *R. Creed.*

It may be necessary to add, that the train by which it is proposed to convey the bags does not run on Sundays. *R. C.*

*Mem. of Mr. Stow's.*

| | £. | s. | d. |
|---|---|---|---|
| Annual charge for 313 days, at the rate of 2*l.* 10*s.* per day - - | 782 | 10 | – |
| Annual charge for special train for 313 days, at the rate of 10*s.* per mile, | 12,950 | 7 | – |

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LETTER from *H. Patteson*, Esq. to *George Stow*, Esq.

North Midland Railway, Secretary's Office,
Sir, Derby, 15 November 1841.

In reply to your communication respecting the establishment of a day mail, I beg to state that if the times over other lines of railway are such as not to interfere with the present working of our down traffic, the directors of this company will be willing to convey the day mail, finding one compartment of a large second-class carriage, for the sum of 10*d.* per single mile.

Before

Before therefore any definite arrangements are made, they will request to see the time table proposed from London to York, to enable them to judge of the effect which will be produced upon their traffic by placing the proposed trains under the management of the Post-office authorities.

I am, &c.
(signed) *H. Patteson.*

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LETTER from *J. F. Bell,* Esq. to *George Stow,* Esq.

Midland Counties Railway, Leicester,
Sir, 26 November 1841.

I AM instructed to reply to your request, that provided the guard and bags are forwarded from London by our 9 h. 15 m. a.m. train, and no delay is occasioned either way at Rugby, that this company will be willing to convey a guard and the bags each way daily between Rugby and Derby, at about the hours named, at the same price as that fixed, be it what it may, by the London and Birmingham Company.

I am, &c.
(signed) *J. F. Bell.*

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STATEMENT of EXPENSES of the Establishment of a DAY MAIL to *Newcastle.*

| RAILWAYS: | £. | s. | d. |
|---|---|---|---|
| London and Birmingham:—Between Rugby and London, one way, at 2 *l.* 10 *s.* per day, or about 7¼ *d.* per single mile for 82 m. 6 fur. - - | 782 | 10 | 10 |
| Midland Counties:—98 m. 4 fur. at 7¼ *d.* per single mile - - - | 931 | 6 | 9 |
| North Midland:—145 m. 4 fur. at 10 *d.* per single mile - - - - | 1,897 | 11 | 3 |
| York and North Midland:—51 m. at 4 *l.* 4 *s.* per day - - - - | 1,314 | 12 | – |
| Mail Coach from York to Newcastle, 82 m. 1 fur. at 1 *s.* 6 *d.* per double mile | 1,927 | 17 | 8 |
| Ditto - - - - at 2 *d.* ditto for coach - - - - - - | 214 | 4 | 2 |
| Six mail guards, at 130 *l.* per annum each - - - - - - | 780 | – | – |
| £. | 7,874 | 1 | 10 |

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LETTER from *George Stow,* Esq. to Lieutenant-colonel *Maberly.*

Sir, General Post-office, 18 January 1842.

I BEG to state that I have had some further correspondence on the subject of a day mail to Newcastle with the railway companies concerned in the measure; the result, however, as will be seen by the enclosed documents, is by no means so satisfactory as could be wished, the question being involved in no little difficulty, and the plan will, I fear, if carried out, entail very considerable expense on this office.

As it appears from Mr. Bokenham's report that it would be impracticable to make up the bags, and dispatch them hence in time for the 9 h. 15 m. a. m. train, I made inquiry of the railway directors whether they would consent to a dispatch at 10, or 10 h. 15 m., but they entirely object to alter any of their present trains for the purpose. The only course, therefore, that I imagine can be adopted, is to send the Newcastle bags by the Lancaster day mail as far as Rugby, from whence they must be forwarded by a special train to York, as on neither of the three lines to be traversed between these places is there any train now running which could be rendered available, and there is, as I have stated, a decided objection on the part of the Midland Counties and North Midland Companies to detain at Rugby the train which leaves London at 9 h. 15 m. a. m.

I am, &c.
(signed) *George Stow.*

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LETTER from *George Hudson,* Esq. to *George Stow,* Esq.

Sir, York, 14 December 1841.

THE York and North Midland Railway do not object to the alteration proposed in your letter of the 11th instant, and would not, in consequence of such alteration, demand different terms for the service.

I am, &c.
(signed) *Geo. Hudson.*

Appendix, No. 15.

Proposed Arrangement for Day Mail to Leeds, Newcastle-upon-Tyne, &c.

LETTER from *J. F. Bell*, Esq. to *George Stow*, Esq.

Midland Counties Railway, Leicester,
14 December 1841.

Sir,

I REGRET to find, from your letter of the 11th, that it will be impracticable to dispatch the bags from the London station at an earlier hour than 9 h. 45 m. a. m., as it will render it impossible for us to convey the bags by any of our trains now running, but make it requisite to put on a special engine.

I will lay your letter before our directors on Tuesday, their next meeting.

We now leave, as you will see*, at 12 h. 50 m. and 2 h. 55 m., both times which suit the public very well. A quarter of an hour later we could manage with the first, but not more.

* Printed List of Hours of Departure of Trains enclosed.

I am, &c.

(signed) *J. F. Bell.*

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LETTER from *J. F. Bell*, Esq. to *George Stow*, Esq.

Midland Counties Railway, Leicester,
27 December 1841.

Sir,

IN reply to your letter of the 11th instant, I beg to inform you that this company cannot consent to the present 9. 15. train from London being detained 20 minutes at Rugby, awaiting the arrival of the 1. 45. train, it being their principal train to the north of England. Neither can they on any account delay its leaving London till 10, or a quarter past.

The only means, therefore, of avoiding a special train for the conveyance of the bags from Rugby at 1. 10. p. m., would be, if the London and Birmingham Company would allow the present 9. 15. train to leave Euston Station at 9. 30.

Could this be accomplished, the company would charge the same rate as the London and Birmingham propose to do, namely, 7 ¼ *d.* per mile; if this cannot be done, they could not charge for the down train less than the whole expense, namely, 4 *d.* a mile, and 7 ¼ *d.* per mile for the up train.

I expect to be in town on Wednesday, and will call upon you.

I have, &c.

(signed) *J. F. Bell.*

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LETTER from *Robert Frost*, Esq. to *George Stow*, Esq.

North Midland Railway, Secretary's Office,
Derby, 4 January 1841.

Sir,

I BEG leave to forward to you a copy of minute of proceedings of the directors of this company, in reference to your communication of the 10th December, respecting the proposed day mail from London to Newcastle.

I have, &c.

(signed) *Robert Frost.*

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EXTRACT from MINUTES of North Midland Railway.

Secretary's Office, Derby, 4 January 1842.

Extract from the Minutes of the Passenger, Traffic, and Locomotive Committee, held at Leeds, on 31st December 1841.

Read letter from Mr. Stow, of the Post-office, 11th December, in reference to the day mail, and accompanied by time bill; stating, however, that it is not unlikely the dispatch from London may be fixed at 10. or 10. 15. instead of 9. 45. a. m., and wishing to know if such hours would suit; and if it would make any difference in the terms named by this company; when it was

Resolved, That this company demur entirely to such arrangement, as it would cause the train to be dependent at Rugby upon bags brought down by the Lancashire mail, which would cause a detention of half an hour upon all the passengers, and greatly prejudice the traffic;

traffic; they therefore suggest, that the bags for the day mail should go throughout under the care of one guard, in the same way as with the night mail; and no objection would be made to the train now leaving at 9. 15. leaving not later than 9. 30. a. m., under which arrangement it is thought the rate should be 10 *d.*, as the time for the up mail would interfere greatly with the local traffic.



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LETTER from *R. Creed*, Esq. to *George Stow*, Esq.

London and Birmingham Railway Office, Euston Station,
Sir, 10 January 1842.

REFERRING to your letter of the 6th instant, I am instructed to send the accompanying copies of communications which have passed between the directors of this Company and the Midland Counties Railway Company on the subject of your letter of the 11th ult., and I am desired to state, for the information of the Postmaster-general, that the Board having taken into consideration the proposition submitted to them by the Midland Counties Company, are under the necessity of rejecting it on the ground that the interval of only a quarter of an hour between the departures of two trains is not considered sufficient for their security.

I am, &c.

(signed) *R. Creed.*

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COMMUNICATIONS between the Directors of the London and Birmingham Railway Company and the Midland Counties Railway Company.

London and Birmingham Railway, Euston Station,
Dear Sir, 15 December 1841.

REFERRING to the enclosed copy of a communication received from Mr. Stow, I am desired to inquire whether the Midland Counties Railway Company, and the other companies interested in the special 9 ¼ a. m. down train, are prepared to agree to the postponement of its departure to 10 ¼ a. m.

I am, &c.

J. F. Bell, Esq.
Midland Counties Railway.

(signed) *R. Creed.*

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My dear Sir, Leicester, 27 December 1841.

I SEND you a copy of my letter to Mr. Stow on the subject of the day mail.

I am, &c.

R. Creed, Esq. (signed) *J. F. Bell.*

A COPY of Mr. *Bell*'s Letter to Mr. *Stow*, dated 27 December, follows.

(This letter will be found on the preceding page.)

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## Appendix, No. 16.

## CORRESPONDENCE RELATIVE TO THE POST-OFFICE AT HULL.



To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 10 January 1842.

I HAVE the honour to lay before your Lordships copy of a report from the Surveyor of the Northern District, relative to the establishment of the Post-office at Hull, by which your Lordships will perceive, that upon the retirement of the late postmaster a large portion of the income of that office, viz. compensation allowances to the amount of 349*l.* a year, fell

Appendix, No. 16.

Post-office at Hull.

fell to the revenue, and the present deputy is left with a salary insufficient for the payment of the clerks and other expenses of the office. I accordingly directed the surveyor to report upon the establishment with a view to its revision, taking as a basis the principle sanctioned by your Lordships in the cases of Glasgow, Birmingham, Bath, and Newcastle, viz. payment to the postmaster and his clerks by fixed salary, with specific allowances for the disbursements of the office; the whole of the fees being carried to the account of the revenue.

The present force of the Hull office consists of a postmaster, five clerks, a stamper, and six letter-carriers; and the surveyor proposes that two additional clerks, and one additional letter-carrier, should be placed upon the establishment. I am, however, not prepared to recommend your Lordships to grant more than one clerk; and I cannot now propose any augmentation of the force of letter-carriers.

With regard to the amount at which the salary of the postmaster should be fixed, I agree with the surveyor that 400 *l.* a year will be a fair remuneration, the department providing him with an office. With respect to the salary of the first clerk, I have already taken upon myself to fix it, subject to your Lordships' decision, at 150 *l.* per annum; and I submit that the second clerk should have 110 *l.* a year, the third 90 *l.* a year, and the three juniors 60 *l.* a year each, to rise to 70 *l.* after three years' service, if in every way competent and approved; the above being the scale authorized by your Lordships in the cases of Bristol and Newcastle.

The sums recommended by the surveyor for official disbursements do not seem in any way improper or unreasonable, and I submit therefore that they be granted; viz.

| | £. | |
|---|---|---|
| Office servant - - - - - - - - | 20 | a year. |
| Stationery - - - - - - - - | 20 | — |
| Wax and twine - - - - - - - - | 10 | — |
| Coals and candles - - - - - - - | 10 | — |
| | £. 60 | |

And to this must be added the expense of gas, which in the present office will be 7 *l.* 10 *s.* a year; in all, 67 *l.* 10 *s.* per annum.

The surveyor states, it will be quite impossible to carry on the duties permanently in the present office at Hull, and that some time must necessarily elapse before suitable premises can be obtained; he is however in communication with several parties upon this point, and I hope shortly to be enabled to bring the matter before your Lordships.

The office is now held in the house of the late postmaster, Mr. Rodwell, who has a lease of it, and who has offered to let it to the department, with the use of the fixtures and fittings, for the sum of 60 *l.* a year, with the understanding that the premises can at any time be relinquished upon three months notice being given.

As the house will afford a temporary residence for the postmaster, it will be but fair that he should bear a proportion of the rent, and I submit that he should be required to pay 15 *l.* a year, and the whole of the rates and taxes, which amount to about 9 *l.* per annum. Upon the present emergency I am of opinion that the arrangement is altogether a most desirable one, as were Mr. Rodwell to refuse to allow the duty to be any longer performed in his house, the Post-office would be put to the greatest inconvenience; for if a temporary building were obtained, it could only be fitted up at a large outlay, which will be rendered unnecessary until premises suitable for a permanent office can be procured. I beg therefore to recommend this proposition for your Lordships' approval. The charge upon the revenue for rent will be at the rate of 45 *l.* a year.

The fees which the late paymaster of Hull was in possession of were as follows, and amounted to 200 *l.* 15 *s.* 6 *d.* per annum, viz.:—

| | | £. | *s.* | *d.* |
|---|---|---|---|---|
| 197 Boxes, at 10 *s.* 6 *d.* | - - - - - | 103 | 8 | 6 |
| 61 — 21 *s.* | - - - - - | 64 | 1 | – |
| 6 — 20 *s.* | - - - - - | 6 | – | – |
| 7 Bags 42 *s.* | - - - - - | 14 | 4 | – |
| 4 Village do. 63 *s.* | - - - - - | 12 | 12 | – |
| TOTAL | - - | £. 200 | 15 | 6 |

Your Lordships will perceive, from this statement, that the late postmaster charged different amounts for the accommodation of a private box, varying from 10 *s.* 6 *d.* to 1 *l.* 1 *s.* per annum.

There appears no reason whatever for making this distinction, and I beg therefore to recommend that the sum should be made uniform for a private box, and fixed at 1 *l.* 1 *s.* a year, and that everybody should be allowed a private box upon payment of this amount, but

but without credit. In order, however, to give those parties who have had this accommodation the same facilities, I propose that the window clerks, who have charge of the private boxes, may be authorized to take 5*s.* a year when they give credit, paying in, however, day by day, to the postmaster, the postage due on the letters as they deliver them out to the public; but I think that the duration of the credit so given should be confined to one week in all cases, as were it given for a longer period, the window clerks might become involved in difficulties. The amount which I recommend that the clerks should be allowed to take is very small, and not more than sufficient to cover the risk they run.

The effect of raising the fee for a private box will be to augment the amount derived from that source to about 277*l.* 4*s.*, and the total amount of the fees to be carried to revenue, from 200*l.* 15*s.* 6*d.* to 304*l.* 10*s.* per annum.

The result of the measure will be as follows:

| | Immediate Outlay. | Maximum. |
|---|---|---|
| | £. s. d. | £. s. d. |
| Salaries of postmasters and clerks - - - - | 930 - - | 960 - - |
| Allowance for rent (temporary) - - - - | 45 - - | 45 - - |
| Official disbursements - - - - - - | 60 - - | 60 - - |
| Gas (temporary) - - - - - - - | 7 10 - | 7 10 - |
| £. | 1,042 10 - | 1,072 10 - |

From which must be deducted the present salary of the postmaster and clerks, and the compensation allowances which have fallen in, in all - - - - £.679 - -
And the amount of fees which will be carried to revenue, say - - 304 10 -

£.983 10 -

Being a present increased charge upon the revenue of 69*l.* and a maximum increase of 89*l.* a year. It must be borne in mind, however, that there will in all probability be some increase in the future amount for office rent and gas, and that the present and maximum cost of the establishment can only therefore be calculated with reference to the known present expenses.

Should your Lordships acquiesce in these views, I beg your early authority for the measure, which I submit should commence from the date of the appointment of the present postmaster, and which, when carried into effect, will be one calculated to place the Hull office upon a good and intelligible footing, and by which the service will be benefited at but a small additional charge upon the revenue.

I have, &c.

(signed) *Lowther.*

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Sir, Hull, 1 December 1841.

In obedience to the directions contained in your letter of the 13th October last, I now beg to submit a revision of the Hull office.

The present establishment consists of a postmaster, five clerks, a stamper, and six letter-carriers; but this force is not sufficient for a proper performance of the duties. The money-order business alone is full employment for one clerk, and it is most desirable that it should not be mixed up with the general duties. At present there is a great part of the day during which orders can neither be paid or granted, and it is impossible for four clerks either to dispatch the mails at the proper time, or to prepare for delivery those which arrive, without serious delay.

The amount of money orders issued and paid is about 65,000*l.* a year. The postmaster is compelled to sort the letters and make up the bags himself, when his time could be much more advantageously occupied in a general superintendence of the duties; and it will be seen from the accompanying Return that the clerks are in attendance, with little intermission, from seven o'clock in the morning till half-past nine at night.

I enclose a full statement of the duties, and I beg to propose the appointment of two additional clerks as being absolutely necessary to ensure a satisfactory performance of the service.

I enclose also a return showing the time occupied by each letter-carrier in completing his delivery in the morning; from which it will be seen that five hours have sometimes elapsed from the arrival of the London mail before all the letters are distributed.

Appendix, No. 16.

Post-office at Hull.

The second delivery, which commences about 5. 30. p. m., occupies about two hours. Many complaints have been made of the delay in the morning, and I submit that another letter-carrier be appointed at wages of 16*s.* a week, or 41*l.* 14*s.* 4*d.* per annum.

The salary and allowances of the late deputy were as follows:

| | £. |
|---|---|
| Salary - - - - - - - - - - | 270 |
| Compensation and allowances - - - - | 349 |
| Allowance for one clerk - - - - - | 60 |
| £. | 679 |

And the fees and emoluments amount to 200*l.* 15*s.* 6*d.*; viz.

| | £. | *s.* | *d.* |
|---|---|---|---|
| 197 boxes, at 10*s.* 6*d.* - - - - - - | 103 | 8 | 6 |
| 61 — 21*s.* - - - - - - - | 64 | 1 | – |
| 6 — 20*s.* - - - - - - - | 6 | – | – |
| 7 bags - 42*s.* - - - - - - - | 14 | 14 | – |
| 4 village ditto, at 63*s.* - - - - | 12 | 12 | – |
| £. | 200 | 15 | 6 |

There appears to be no reason whatever for the distinction which has been made in the charges for the boxes; and the postmaster agrees with me that little or no dissatisfaction would be expressed, if 1*l.* 1*s.* a year each were demanded for the whole. Should the Postmaster-general approve of this alteration being made, the fees derived from private boxes would at once be increased to 277*l.* 4*s.*; making the total sum in aid of the new establishment 983*l.* 10*s.*

When a larger office can be obtained, the number of private boxes will considerably increase, as several applications have been necessarily refused from the want of space.

The salary of the postmaster I propose to fix at 400*l.* a year, and to allow 20*l.* a year for a servant, to commence when the office is removed; 20*l.* a year for stationery, 10*l.* for wax and twine, 10*l.* for coals and candles, and 7*l.* 10*s.* for the gas in the present office, to be allowed on Incidents.

His Lordship has already approved of the chief clerk receiving 150*l.* a year, and I beg to propose that the remainder be paid as follows:

| | £. |
|---|---|
| Second clerk - - - - - - - - | 110 |
| Third ditto - - - - - - - - | 90 |
| Fourth and fifth, at 60*l.* each - - - - | 120 |
| Sixth and seventh, at 60*l.* each - - - - | 120 |

The last four, after three years' service, if competent and approved, to rise to 70*l.* a year; and the fourth and fifth to rise to 75*l.* a year after five years' service, and to 80*l.* after 10 years' service.

This will make the total cost for postmaster, clerks, and office expenses, 1,030*l.* a year; being an additional expense to the revenue, independent of the rent, of 46*l.* 10*s.*, whilst the office will be placed upon a most efficient footing.

The present postmaster is receiving an income at the rate of 270*l.* only, which is considerably less than the expenses of his office; so that it will be necessary that the new establishment should commence from the 25th of October, the date of the postmaster's appointment.

*See* Plan.

It is quite impossible to carry on the duties permanently in the present office, a sketch of which I send; but some time must necessarily elapse before suitable premises can be obtained. I am in communication with several parties, and I will report fully upon the subject as soon as I am enabled to do so. The rent of the house in which the office is now held is 40*l.* a year, and Mr. Rodwell, the late postmaster, who has a lease of it, has proposed to let it to the department, with the use of the fixtures and fittings, for the sum of 60*l.* a year, with the understanding that the premises can at any time be relinquished upon three months notice being given. These terms appear to be fair and moderate, as he will be prevented letting the house to a permanent tenant; and as the upper part can be used as a temporary residence by the deputy until a new office can be found, I propose that he should be required to pay 15*l.* a year, and the rates and taxes, which amount to about 9*l.*

I am, &c.

(signed) *John Tilley.*

Lieut.-colonel Maberly,
&c. &c. &c.

RECAPITULATION of the Proposed Establishment.

| | £. | s. | d. | |
|---|---|---|---|---|
| Postmaster's salary | 400 | – | – | per annum. |
| 1st Clerk | 150 | – | – | — |
| 2d – | 110 | – | – | — |
| 3d – | 90 | – | – | — |
| 4th and 5th – | 60 | – | – | — |
| (to rise, after three years, to 70 *l.*, after five years to 75 *l.*, and after ten years to 80 *l.*) | | | | |
| 6th and 7th Clerks (to rise after three years to 70 *l.*) | 60 | – | – | — |
| Seven letter-carriers, at 16 *s.* a week each | 292 | – | 4 | — |
| One porter, at 18 *s.* a week | 46 | 18 | 8 | — |
| Office servant | 20 | – | – | — |
| Stationery | 20 | – | – | — |
| Wax and twine | 10 | – | – | — |
| Coals and candles | 10 | – | – | — |

TIME of each LETTER CARRIER performing his WALK; also the Number of LETTERS in each Delivery, and the Time of Arrival of the LONDON MAIL.

| 1841. | | Depart. | Return. | Number of Letters. | Time Occupied. | Depart. | Return. | Number of Letters. | Time Occupied. | Arrival of Mail. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | A. M. | P. M. | | H. M. | P. M. | P. M. | | H. M. | H. M. |
| Nov. 24 | 1. Holdsworth | 10 45 | 12 50 | – – | 2 5 | 5 45 | 7 15 | – – | 1 30 | 8 55 |
| | 2. Heckler | 10 45 | 4 0 | – – | 5 15 | 5 45 | 8 45 | – – | 3 0 | |
| | 3. Watson | 10 45 | 12 45 | – – | 2 0 | 5 45 | 7 0 | – – | 1 15 | |
| | 4. Bell | 10 45 | 2 0 | – – | 3 15 | 5 45 | 7 55 | – – | 2 10 | |
| | 5. Lindley | 10 45 | 2 5 | – – | 3 20 | 5 45 | 7 55 | – – | 2 10 | |
| | 6. Hunton | 10 45 | 1 30 | – – | 2 45 | 5 45 | 7 55 | – – | 2 10 | |
| Nov. 25 | 1. Holdsworth | 10 45 | 12 35 | – – | 1 50 | 5 50 | 7 20 | – – | 1 30 | 8 47 |
| | 2. Heckler | 10 45 | 3 50 | – – | 5 5 | 5 50 | 9 10 | – – | 3 20 | |
| | 3. Watson | 10 45 | 1 0 | – – | 2 15 | 5 50 | 7 10 | – – | 1 20 | |
| | 4. Bell | 10 45 | 2 0 | – – | 3 15 | 5 50 | 8 10 | – – | 2 20 | |
| | 5. Lindley | 10 45 | 2 5 | – – | 3 20 | 5 50 | 8 20 | – – | 2 30 | |
| | 6. Hunton | 10 45 | 1 45 | – – | 3 0 | 5 50 | 7 40 | – – | 1 50 | |
| Nov. 26 | 1. Holdsworth | 10 50 | 1 10 | 189 | 2 20 | 5 55 | 7 25 | 97 | 1 30 | 8 55 |
| | 2. Heckler | 10 50 | 4 45 | 165 | 5 20 | 6 0 | 9 50 | 60 | 3 50 | |
| | 3. Watson | 10 50 | 1 0 | 262 | 2 10 | 5 55 | 7 15 | 94 | 1 20 | |
| | 4. Bell | 10 50 | 2 0 | 193 | 3 10 | 5 55 | 8 25 | 102 | 2 30 | |
| | 5. Lindley | 10 50 | 2 40 | 198 | 3 30 | 5 55 | 8 0 | 76 | 2 5 | |
| | 6. Hunton | 10 50 | 2 40 | 198 | 3 50 | 5 55 | 7 10 | 62 | 1 15 | |
| Nov. 27 | 1. Holdsworth | 10 45 | 1 20 | 189 | 2 35 | 5 40 | 7 0 | 63 | 1 20 | 8 52 |
| | 2. Heckler | 10 45 | 4 10 | 152 | 5 25 | 5 40 | 8 30 | 41 | 2 50 | |
| | 3. Watson | 10 45 | 12 55 | 256 | 2 10 | 5 40 | 7 0 | 82 | 1 20 | |
| | 4. Bell | 10 45 | 2 5 | 196 | 3 20 | 5 40 | 8 0 | 74 | 2 20 | |
| | 5. Lindley | 10 45 | 2 30 | 183 | 3 45 | 5 40 | 7 45 | 60 | 1 35 | |
| | 6. Hunton | 10 45 | 1 40 | 198 | 2 55 | 5 40 | 7 50 | 55 | 2 10 | |
| Nov. 28 | 1. Holdsworth | 10 55 | 1 30 | 198 | 2 35 | 5 30 | 7 55 | 40 | 2 25 | 8 45 |
| | 2. Heckler | 10 55 | 2 30 | 159 | 3 35 | 5 30 | 7 30 | 30 | 2 0 | |
| | 3. Watson | 10 55 | 1 0 | 182 | 2 5 | 5 20 | 7 35 | 87 | 2 15 | |
| | 4. Bell | 10 55 | 1 55 | 200 | 3 0 | 5 20 | 7 45 | 56 | 2 25 | |
| | 5. Lindley | 10 55 | 2 40 | 190 | 3 45 | 5 20 | 6 50 | 47 | 0 30 | |
| | 6. Hunton | 10 55 | 1 50 | 172 | 2 55 | 5 20 | 6 40 | 42 | 1 20 | |
| Nov. 29 | 1. Holdsworth | 10 0 | 11 40 | 80 | 1 40 | 5 40 | 6 45 | 49 | 1 5 | 9 0 |
| | 2. Heckler | 10 0 | 1 30 | 68 | 3 30 | 5 40 | 8 20 | 97 | 2 40 | |
| | 3. Watson | 10 0 | 11 20 | 138 | 1 20 | 5 40 | 6 45 | 70 | 1 5 | |
| | 4. Bell | 10 0 | 1 0 | 99 | 3 0 | 5 40 | 7 55 | 97 | 2 15 | |
| | 5. Lindley | 10 0 | 1 0 | 135 | 3 0 | 5 40 | 7 40 | 96 | 2 0 | |
| | 6. Hunton | 10 0 | 12 0 | 133 | 2 0 | 5 40 | 7 20 | 57 | 1 40 | |

Heckler is a new letter-carrier, quite unacquainted with Hull.

The number of letters was omitted to be counted for the two first days.

GENERAL STATEMENT of the DUTIES performed at the POST-OFFICE, *Hull*; showing also the Periods of Attendance of the Clerks.

| NAME OF BAGS. | Period of Despatch. | Period of Arrival. | Number and Amount of Money Orders Issued in One Week. | Number and Amount of Money Orders Paid in One Week. | Periods of Attendance of the Clerks. | Revenue of Office. |
|---|---|---|---|---|---|---|
| London<br>Howden<br>Leeds<br>Rotherham<br>Selby<br>Liverpool<br>Halifax<br>Rochdale<br>Huddersfield<br>Derby<br>Barnsley<br>Wakefield<br>Manchester<br>Birmingham<br>Chesterfield<br>Alfreton<br>Belper<br>York | p. m.<br>4. 45 | a. m.<br>8. 45 | £. s. d.<br>251—534 5 3 | £. s. d.<br>331—711 9 5 | First Clerk:<br>From 8. 45, a.m. to 1, p.m.<br>— 2. 30, p.m. to 5, p.m.<br>— 6. 0, p.m. to 8, p.m.<br>*h. m.* 8 45<br><br>Second Clerk:<br>From 7, a.m. to 8. 30, a.m.<br>— 9, a.m. to 12. 0, noon<br>— 1, p.m. to 6. 0, p.m.<br>— 8, p.m. to 9. 30, p.m.<br>11 0<br><br>Third Clerk:<br>From 7, a.m. to 8. 0,<br>— 9, a.m. to 12. 0,<br>— 1, p.m. to 5. 15,<br>— 7, p.m. to 9. 30,<br>10 45<br><br>Fourth Clerk:<br>From 8. 30, a.m. to 1. 0, p.m.<br>— 2. 0, p.m. to 5. 15, p.m.<br>— 7. 0, p.m. to 9. 30, p.m.<br>10 15 | The revenue cannot be stated, as the late postmaster has the books and accounts. |
| Beverley | p. m.<br>5 | a. m.<br>10. 15 | | | | |
| Lincoln<br>Brigg<br>Barton<br>Sleaford<br>Gainsborough<br>Spittal<br>Folkingham<br>Kirton (sub-office)<br>Barrow (penny-post) | a. m.<br>11 | p. m.<br>2. 45 | | | | |
| Scarborough<br>Hunmanby (sub-off.)<br>Bridlington<br>Driffield<br>Beverley | a. m.<br>9. 30 | p. m.<br>4 | | | | |
| Skirlaugh (penny p.)<br>Hornsea (penny p.) | a. m.<br>9. 45 | p. m.<br>4 | | | | |
| Heden (sub-office)<br>Patrington (penny p.) | a. m.<br>9. 45 | p. m.<br>4 | | | | |
| Wakefield<br>Manchester<br>Leeds<br>Liverpool<br>Halifax<br>Dewsbury<br>Rochdale<br>Huddersfield<br>Bradford | a. m.<br>8 | p. m.<br>4. 25 | | | | |
| Boston<br>Market Raisen<br>Caistor (sub-office)<br>Limber (sub-office) | a. m.<br>7 | p. m.<br>6 | | | | |
| Grimsby | according to tide. | | | | | |
| Private Village Bags: | | | | | | |
| Hessle<br>Ferriby<br>Melton<br>Welton | | | | | | |

In addition to the duties above described, there are, upon an average, 12 ship-letter mails received and dispatched in each week during the summer season; the number of letters conveyed by which is about 9,000 weekly.

Treasury Minute on the foregoing Letter, dated 14th January 1842.

Write to Postmaster-general, and, referring to the Letters from this Board of the 19th January and the 7th of April 1841, directing that every application like the present may be accompanied by a return according to a prescribed form (since adopted in numerous cases), request that such a return may now be supplied, showing the state of the Hull office at the time of the resignation of the late postmaster.

Add, that on receipt of this return my Lords will take the present application into consideration, excepting that part which relates to the increase of the salaries of the clerks, which, unless the circumstances are for any reason very urgent, my Lords would prefer to postpone till they shall have been able, in conjunction with the Postmaster-general, to adopt a general scale of salaries, as intimated in the letter from this Board of the 3d August last.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 28 Feb. 1842.

In obedience to the directions contained in Sir G. Clerk's letter of the 18th ult., and with reference to my Report of the 10th ult., I have the honour to submit a form containing the information required by your Lordships respecting the Hull office, showing the state of it at the time of the resignation of the late postmaster.

With regard to the wish of your Lordships to defer the consideration of the increase of salary to the clerks at Hull, till a general scale of salaries is adopted, unless the circumstances are for any reason very urgent, I beg to express my hope that the salaries of the first and second clerks may be fixed at the amounts which I have recommended, viz. 150 *l.* and 110 *l.* per annum, more especially as the first clerk has been selected from another office, with the understanding that he shall receive 150 *l.* a year. As respects the remaining clerks, I would, however, submit, that the third should have 70 *l.* instead of 90 *l.*, and the three juniors a guinea a week each, in lieu of 60 *l.* per annum, as proposed in my former Report; and in making this modification, I do so upon the understanding that if, when any general measure is adopted, it shall be deemed right to adhere to the original scale proposed by me, the clerks at Hull shall have a retrospective interest, and be allowed the increase from the time when your Lordships shall decide upon the present question.

In my Report of the 18th ult. I have recommended that one additional clerk shall be placed upon the establishment of the Hull office, and I beg to state to your Lordships, that in consequence of the representations of the postmaster of Hull and the surveyor of the district, I have been compelled to make a temporary appointment at the rate of 1 *l.* 1 *s.* a week, until I am favoured with your Lordships' decision upon the subject.

I have, &c.
(signed) *Lowther.*

## STATE OF THE HULL POST OFFICE, 25 OCTOBER 1841.

| POST TOWN. | Name of the Postmaster, and Date of Appointment. | REVENUE. | Salary and Compensation; distinguishing those (if any) which are paid by the Postmaster. | Salaries of Clerks; distinguishing those (if any) which are paid by the Postmaster. | Wages of Letter-Carriers; distinguishing those (if any) which are paid by the Postmaster. | Wages of Messengers. | Rent of Office, stating whether paid by the Crown, or by the Postmaster. | Cost of Subordinate Receiving Offices, in detail. | Other Expenses paid by the Crown. | Other Expenses paid by the Postmaster |
|---|---|---|---|---|---|---|---|---|---|---|
| Hull | Thomas Rodmell, appointed 10th June 1810. | For year ended 5th Jan. 1841, 6,341 *l.* 8 *s.* 8 *d.*<br>Stamps, 951 *l.* | Salary, 270 *l.*<br>Compensation, 349 *l.* | £. s.<br>1 at - 60 –<br>1 at - 140 –<br>1 at - 60 –<br>1 at - 39 –<br>1 at - 25 –<br>paid by the post-master. | Four at 19 *s.* 6 *d.* a week, to include fetching the bags from the receiving-houses.<br>Two as 16 *s.* a week. | One porter, 18 *s.* a week.<br>Messenger to Cottingham, 16 *s.* a week.<br>Ditto from Worlton to Barrow, 14 *s.* | 40 *l.*, paid by the postmaster. | £. s.<br>Headon - - 12 4<br>Ditto letter-carrier - 4 –<br>Hornsea - - 12 –<br>Skirlaugh - - 10 –<br>Patrington - 12 –<br>Barrow - - - 33 –<br>Cottingham - 10 –<br>Waverley-st. - 10 –<br>Mackett-street, 10 –<br>Brook-street - 10 –<br>Holderness-road, 10 – | Mail-cart to railway station, 50 *l.*<br>Mail-coach to Hornsea, 109 *l.* 10 *s.*<br>Ditto to Patrington, 107 *l.* 6 *s.* 8 *d.*<br>This can be given by the superintendent of mail-coaches. | £. s.<br>Taxes - - 6 18<br>Gas - - - 3 12<br>Stationery - 13 3<br>Wax & twine, 4 7<br>Coals and candles 8 5<br>*Note.*—These sums a according to the last r turns made by the la deputy. I am unable give the actual pa ments at the time of h resignation, but the were higher than th above. |
| Revenue in 1839 - - - | | 16,450 *l.* 18 *s.* 9 *d.* | | | | | | | | |
| Increase (if any) since 10th Oct. 1839. | | - - - | Compensation of 100 *l.* for fees on late letters. | Clerk, 60 *l.* | 91 *l.* 16 *s.* 8 *d.* | Barrow messenger, an increase of 5 *l.* 4 *s.* 4 *d.*<br>Porter, 46 *l.* 18 *s.* 8 *d.* | — | Barrow receiver's salary increased from 24 *l.* 4 *s.* to 33 *l.*<br>Waverley-street reduced 10 *l.*<br>Mackett ditto, 10 *l.*<br>Brook-street reduced 10 *l.*<br>Holderness-road ditto, 10 *l.* | Mail-cart to railway station, 50 *l.* | I am not able to sta what increase has tak place under this head. |

## STATE OF THE HULL POST OFFICE, 10 NOVEMBER 1842.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Hull | Richard Mosey, 25th October 1841. | Revenue, 5,567 *l.* 6 *s.* 1 *d.*<br>Postage stamps sold, 2,780 *l.* 7 *s.* 9 *d.*<br>Private bags and boxes, 296 *l.* 6 *s.* 6 *d.*<br>Total revenue, 8,644 *l.* 0 *s.* 4 *d.* | Salary, 400 *l.*<br>No compensation. | £. s.<br>1st at - 150 –<br>2d at - 110 –<br>3d at - 70 –<br>3 clerks at 54 *l.* 15 *s.* - 164 5 | Six letter-carriers, at 16 *s.* a week each, 250 *l.* 6 *s.* | One Porter, 46 *l.* 18 *s.* 8 *d.*<br>Cottingham messenger, 41 *l.* 14 *s.* 4 *d.*<br>Wooton & Croxton messenger, 36 *l.* 10 *s.* | 60 *l.*<br>45 *l.* paid by the Crown, and 15 *l.* by postmaster. | £. s.<br>Headon, receiver, 12 4<br>Ditto letter-carrier - 4 –<br>Hornsea receiver - 12 –<br>Skirlaugh - 10 –<br>Patrington - 12 –<br>Barrow - - 25 –<br>Ditto letter-carrier - 8 –<br>Cottingham receiver - 10 –<br>Waverley - 10 –<br>Machell - 10 –<br>Holderness - 10 –<br>Brook-street - 10 –<br>Bridlington Quay, 25 –<br>Ditto letter-carrier - 9 –<br>The expense of the Bridlington Quay Office is guaranteed. | £. s.<br>Mail-cart to railway station - 40 –<br>Stationery 20 –<br>Wax & twine, 10 –<br>Coals and candles 10 –<br>Gas - - 7 10 | Taxes, 9 *l.* - - |
| Revenue in 1839 - - - | | £. 17,134. 16. 3. | | | | | | | | |
| Increase (if any) since 10th October 1839. | | - - - | - - - | - - 434 *l.* 5 *s.* is the increase to the revenue for clerks. In Oct. 1839 the clerks' salaries were 290 *l.*, of which the Postmaster paid 230 *l.* | 81 *l.* 6 *s.* | 57 *l.* 9 *s.* | 45 *l.* | 48 *l.* 16 *s.* | 80 *l.* | — |

## STATE OF THE HULL POST OFFICE, 25 OCTOBER 1841.

| Total Cost to the Crown. | Fees or Emoluments received by the Postmaster, not carried to Revenue, stating Amount, and from what Source derived. | Gross Income of Postmaster. | Net Income of Postmaster. | Number of Letters in four Weeks, as shown (as regards Offices in the United Kingdom) by the four last Monthly Returns. | Probable Number of Newspapers delivered in the four Weeks immediately preceding the Date of this Return. | Number of Money Orders issued and Number paid in the four Weeks immediately preceding the Date of this Return. | Number of Letters Registered in the four Weeks immediately preceding the Date of this Return. | Daily Number of Bags received, and Hours of Arrival. | Daily Number of Bags despatched, and Hours of Despatch. | OBSERVATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|
| ,491 *l.* 0 *s.* 4 *d.* | Private boxes, 173 *l.* 9 *s.*<br>Private bags, 14 *l.* 14 *s.*<br>Village bags, 12 *l.* 12 *s.* | 819 *l.* 15 *s.* | 479 *l.* 7 *s.* 9 *d.* | 81,177. | About 15,000. | Issued - 1,189.<br>Paid - - 1,280. | 52. | 18 at 8. 45 a. m.<br>1 at 10. 15 a. m.<br>9 at 2. 45 p. m.<br>9 at 4. 0 p. m.<br>9 at 4. 30 p. m.<br>4 at 6. 0 p. m.<br>1 - tide.<br>51 Total Number. | 4 at 7. 0 a. m.<br>9 at 7. 55 a. m.<br>5 at 9. 30 a. m.<br>4 at 9. 45 a. m.<br>8 at 11. 0 a. m.<br>18 at 4. 45 p. m.<br>1 at 5. 0 p. m.<br>1 - tide.<br>50 Total Number. | The duty is much more laborious than at an inland town. The number of ships' letters passing through the office average about 90,000 a year; and mails to Norway and Sweden are despatched weekly, except during the winter. |
| 123 *l.* 0 *s.* 4 *d.* | I am not able to state what increase has taken place under this head. | — | — | — | — | — | — | — | — | — |

## STATE OF THE HULL POST OFFICE, 10 NOVEMBER 1842.

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 1,535 *l.* 8 *s.* | Profit on sale of postage stamps, 30 *l.* | 430 *l.* | 406 *l.* | 95,326 | 12,000 | 1,372 issued.<br>1,680 paid. | 58 | 44:<br>16 at 8. 36 a. m.<br>1 at 10. 0 a. m.<br>9 at 3. 0 p. m.<br>11 at 4. 0 p. m.<br>6 at 4. 45 p. m.<br>1 according to tide. | 44:<br>6 at 7. 0 a. m.<br>11 at 9. 15 a. m.<br>9 at 11. 0 a. m.<br>16 at 4. 55 p. m.<br>1 at 5. 0 p. m.<br>1 according to tide. | The ship-letter duty is very heavy.<br>The number landed and despatched from Hull in the six months ended the 6th instant was, 61,555. |
| 746 *l.* 16 *s.* | — | — | — | 62,738 | 3,000 | 2,800 | 58 | 6 | 7 | |

(signed) *J. M. Tilley.*

16.
ill.

Treasury Minute of 29th March 1843, on the foregoing Papers.

(4305.)

Write to the Postmaster-general, that considering that on the resignation of the late postmaster of Hull, compensation allowances, amounting to the large sum of 349*l.* per annum lapsed to the revenue, my Lords are of opinion that in remodelling the establishment some portion of this sum should be permanently saved.

It appears, however, that the arrangements now proposed, so far from effecting any saving to the revenue, will be attended with a loss, as shown by the Postmaster-general's Reports, of about 23*l.* per annum immediately, and of a larger sum prospectively. In this estimate, however, it is assumed that the fee for a private box may be greatly advanced without any diminution in the number of such fees, and that by this means they will be made to yield about 104*l.* more than heretofore, exclusive of that part which it is proposed to give to the clerks when credit is taken.

Without entering on the question of the probability of such a result, it appears to my Lords that inasmuch as the proposed advance of fee is entirely independent of the other arrangements, whatever advantage may be expected from such advance must be omitted in comparing the proposed establishment with that which has hitherto existed. The proposed establishment therefore must, in the opinion of my Lords, be considered as causing an immediate loss to the revenue of about 127*l.* per annum, and this under circumstances which appear fully to justify the expectation of a considerable saving.

As regards the proposed salary of 400*l.* per annum to the postmaster, in lieu of all compensation allowances and fees, my Lords see no objection. This part of the proposed arrangement, standing alone, would effect a saving to the revenue of about 80*l.* per annum; but, as the whole arrangement would cause a loss of about 127*l.*, it follows that the other expenses of the office would be increased by more than 200*l.* per annum.

This large increase of expenditure consists chiefly in the salaries of the clerks; but considering that there is no night work at the Hull office, and, it is presumed, no large proportion of "forward" letters, it appears to my Lords that the present number and cost of clerks are fully as great, in proportion to the duties to be performed, as at other large towns, some of which, Plymouth for instance, may be considered as in most respects similarly circumstanced with Hull.

To this point my Lords desire to draw the attention of the Postmaster-general; and they also suggest for his Lordship's consideration, whether, as there is already a porter at the Hull office, the addition of a servant may not be avoided; and further, whether there is any reason why the future allowance for stationery, &c. should exceed the amount actually expended by the late postmaster.

My Lords desire that the Postmaster-general will take these several points into careful consideration, in the hope that he will be able to reduce the proposed establishment for the Hull office to something less than its present cost.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

Referring to Mr. Trevelyan's letter of the 31st March last, relative to the proposed new establishment at the post-office at Hull, I have the honour to transmit to your Lordships copies of two reports from the surveyor of the district upon the subject. Upon receiving the first report I called upon Mr. Tilley to state what would be the effect of discontinuing the temporary clerk at present employed, which he has done in his second letter; and looking at the serious inconvenience which such a step would occasion to the inhabitants of Hull, I cannot withdraw my proposition for an additional clerk; and I beg to refer your Lordships to my original recommendation, which did not go to the extent of the surveyor's report, in which two clerks and one letter-carrier were asked for, as with a due regard to economy I wished to try what could be accomplished with one more clerk. I can only add, that the loud and continued complaints made by the inhabitants of Hull, both as to the delay in sorting, and as to the lateness of the delivery of the letters, will, I fear, compel me, before long, to propose the appointment of at least one additional letter-carrier, in order to remedy this latter evil, besides the clerk I have already recommended.

Having stated these circumstances, I beg to leave the matter in your Lordships' hands for decision.

I have, &c.
(signed) *Lowther.*

General Post-office,
31 May 1842.

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Sir, Penrith, 24 April 1842.

I beg to return the enclosed further letter from the Treasury relative to the new establishment for the Hull office, together with the former papers upon the subject.

The principal ground upon which the Treasury appear to consider the proposed arrangement objectionable is, that there will be no permanent saving to the revenue, although compensation

pensation allowances to the amount of 349 *l.* a year ceased when the late deputy quitted office. If the late deputy's income had been 749 *l.* a year, exclusive of fees, a large portion of this sum would have been saved, but it must be recollected that it formed his principal source of emolument, his fixed salary being 270 *l.* a year only, and that after paying his clerks, &c., his net income, according to the return furnished on the 5th June last, was 376 *l.* 15 *s.* 4 *d.*; I do not therefore see the ground upon which any saving could be calculated upon.

The late deputy, who had attained a great age, had long contemplated resigning. This was well known in the town, and no dissatisfaction was expressed at any want of accommodation, under the expectation that the duties would be shortly revised. The new deputy had only been a few weeks in office when loud complaints were made from all quarters of the town of the late receipt of the letters, and when I visited Hull, a deputation from the Chamber of Commerce waited upon me to urge the appointment of a sufficient number of clerks to effect a delivery from the window within a reasonable time of the arrival of the mails, as it was quite evident that this could not be done without further assistance. With respect to the former salaries of the clerks, two of them received 39 *l.* and 25 *l.* a year respectively, having been taken as apprentices for a term of years, at the expiration of which, their pay would have been advanced. In proposing an entire new establishment, I submitted a scale of salaries similar to those granted at Newcastle and other large offices, as this appeared to me to be a fairer principle than that of fixing the salaries at a very low rate, because a certain amount of compensation had ceased.

The allowance which has been proposed for stationery, will, I am satisfied, be barely sufficient to cover the outlay. The postmaster has not yet been six months in office. He has already paid 15 *l.* 17 *s.* 10 *d.* for stationery, and the stock in hand cannot be valued at more then 35 *s.* The late deputy kept no particular account of these expenses, and he returned them very much under the actual amount.

With respect to the necessity for a servant, I beg to state that the porter is fully occupied in stamping the letters, sealing bags, occasionally conveying them to and from the private ships, &c., and that it will be very inconvenient if his time is to be taken up in scouring the floors, washing, &c., which will be much better performed by a female servant.

Not being acquainted with the duties at Plymouth, I am not able to judge of the correctness of the comparison which has been drawn between the two offices; but I find that in the last quarter 5,270 *l.* more was paid and received on account of money-orders at Hull than at Plymouth, and I believe the ship-letter business is much heavier, and that a considerably larger number of letters generally pass through the former office. The forward duty at Hull is certainly not heavy, but this can scarcely be considered to affect the question of the clerks' salaries, as it would be provided for by an increased force.

I am &c.

Lieut.-Colonel Maberly, &c. &c. &c. (signed) *John Tilley.*

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Sir, York, 12 May 1842.

I BEG to return the enclosed papers relative to the proposed new establishment of the Post-office at Hull, and to state, in reply to your letter of the 3d instant, that the discontinuing of the temporary clerk would render it necessary to close the office for the dispatch of the London mail, at least a quarter of an hour earlier; viz. at 3.30 instead of at 3.45 P.M., the departure of the mail being at 4.55. Some dissatisfaction has been expressed at the present time of closing. The dispatch of the Scarborough and other mails in the morning would be delayed half an hour.

The greatest inconvenience would result from the late delivery in the morning. The London mail arrives at 8.45 A.M., and the delivery from the window and by letter-carrier commences a few minutes before 10. If the additional clerk were discontinued, it would not, I am satisfied, be practicable to open the window earlier than half-past 10, and some of the letter-carriers would not then complete their rounds before three in the afternoon. There would be another evil, which is not alluded to in your letter of the 3d instant; viz. that the money-order advices could not possibly be sent off on the same day on which the orders are granted, and I much doubt whether the money-order quarterly accounts could be completed before the middle of the following quarter: all the other accounts would be delayed.

I beg to add, that previous to the appointment of the last clerk, the complaints of the late delivery in the morning were general from the merchants, and a deputation from the Chamber of Commerce called upon me on the subject. They offered to memorialise the Treasury for an increased force; but I stated that I did not think it necessary that they should do so.

Many letters were written to the newspapers complaining in violent terms of the delay, and one of the editors informed the postmaster that he had received 10; but he refused to insert them, on the ground that further assistance had been recommended.

The railway company also complained of the London train being delayed.

I am, &c.

Lieut.-Colonel Maberly, &c. &c. &c. (signed) *John Tilley.*

Appendix, No. 16.

Post-office at Hull.

TREASURY MINUTE, dated 21 June 1842, on the foregoing Letter.

WRITE to the Postmaster-general that my Lords approve the appointment of the additional clerk, and the establishment of the Hull office, as recommended by Postmaster-general in his Report of 28th February last.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 1 December 1842.

REFERRING to my Report of the 31st May last, in which I stated to your Lordships that the loud and continued complaints which the inhabitants of Hull had made would, I feared, compel me before long to propose the appointment of an additional letter-carrier at that place, I have now the honour to transmit copy of a report from the surveyor of the district, accompanied by the usual form, again recommending the addition of a letter-carrier to the Hull establishment, which I am assured is indispensably requisite to afford the town of Hull the same accommodation that is enjoyed by other places, and to prevent the continuance of the numerous complaints which have for so long a time, and with so much justice, been made.

I beg therefore to request the authority of your Lordships for placing an additional letter-carrier upon the establishment of the Hull office, at wages of 16 *s.* a week.

I have, &c.
(signed) *Lowther.*

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Sir, Penrith, 26 October 1842.

I BEG to return the enclosed further complaint from Mr. Wayre respecting the late delivery of the letters at Hull, together with the papers connected with the new establishment of that office.

In December last I strongly recommended the appointment of an additional letter-carrier, and it is now even more necessary, as the number of letters has considerably increased, there being 4,260 more letters for delivery in the week ended the 23d instant than in the corresponding week of the previous year.

Mr. Wayre is not in the receipt of many letters, but the postmaster informs me that the complaints of the late delivery are numerous from persons of great respectability, as the letter-carriers cannot complete their rounds in less than five hours from the arrival of the London mail.

I enclose a map of the town, which will give some idea of its extent, and, under the circumstances above stated, I again beg leave to recommend the appointment of another letter-carrier, at wages of 16 *s.* a week.

I am, &c.
Lieut.-Colonel Maberly. (signed) *John Tilley.*

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NUMBER of LETTERS received at *Hull*, for Delivery, in the Week ended 23 October 1842.

| | |
|---|---|
| October 17 | 2,210 |
| — 18 | 4,082 |
| — 19 | 3,855 |
| — 20 | 3,676 |
| — 21 | 3,942 |
| — 22 | 4,216 |
| — 23 | 3,281 |
| | 25,262 |
| Week in October 1841 | 21,002 |
| Increase | 4,260 |

(signed) *Richard Mosey.*

Post-office, Hull, 24 October 1842.

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TREASURY MINUTE, dated 16 December 1842, on the foregoing Letter.

WRITE to Postmaster-general that my Lords do not object to the appointment of a letter-carrier as proposed.

## Appendix, No. 17.

## POST OFFICES IN RURAL DISTRICTS.



RETURN to an ORDER of the Honourable The House of Commons, dated 21st March 1843;—for, A COPY of the MINUTES of the LORDS OF THE TREASURY, dated the 13th and 27th days of August 1841, relating to the POST-OFFICE DISTRIBUTION in the RURAL DISTRICTS of the United Kingdom, and the LETTER of the POSTMASTER-GENERAL, dated the 18th day of August 1841, on the same Subject:—And, a RETURN of any ARRANGEMENTS which have been made by the POST-OFFICE in conformity with such MINUTES.

TREASURY MINUTE, dated 13 August 1841.

MY Lords read their Minutes of the 10th of November and the 8th December last, with regard to an extension of the Post-office distribution in the rural districts of the kingdom.

My Lords have long had this important but difficult subject under consideration, and with a view to their guidance much information has been collected, under direction of the Chancellor of the Exchequer, as to the extent and population of those districts which contain no post-offices, and as to the means adopted by the inhabitants for obtaining and dispatching their letters.

These inquiries have hitherto been confined to England and Wales, but even in these parts of the kingdom, in which post-offices are more numerous in proportion to the extent of surface than in Scotland or Ireland, my Lords find that there are districts of great extent, some measuring even from 100 to 200 square miles, and containing several thousand inhabitants, which possess no post-office whatever.

The means resorted to by the inhabitants for obtaining and despatching their letters are in many places economical and well arranged, in others expensive, cumbrous, and inefficient. In some places a messenger is employed to carry the letters to and from the nearest post-office (a distance occasionally of 10 or 15 miles), who is remunerated either by a subscription raised among the inhabitants, or more frequently by a fee charged on each letter; in other places a pauper performs the service, and thus the extra expense is reduced, if not altogether avoided. Frequently the messenger is employed by the postmaster of the neighbouring post-town, a circumstance which has in many instances led to the fee being erroneously considered by the inhabitants as established by authority, and consequently to its being submitted to even when obviously excessive; and in some cases it is stated that the mail guard, or other person employed in conveying the mail through or near the village, leaves the letters at an appointed place and obtains a fee, generally a penny, for each. But in numerous instances nothing like a systematic arrangement exists. One or two families, perhaps, have their own bags conveyed backwards and forwards at considerable expense, and the others depend on chance opportunities of calling at the post-office (generally on market days), or send whenever they hear by accident that a letter to their address is exposed in the office window.

The extra charge is as variable in amount as the means of collecting it. It is perhaps most frequently a penny, but it is in some instances only a halfpenny, in others as much as sixpence per letter. In many districts the rate of a penny per mile (from the post town to the village) appears to be the established charge, and occasionally the rate advances with the weight of the letter. In some cases these extra charges have been reduced since the reduction of postage; but in many others, notwithstanding the great increase of letters, they are as high as heretofore.

The unauthorized, and frequently excessive charges, to which a large portion of the correspondence of the country is thus subjected, the irregularity and delay in its delivery, and the risk to which it must be exposed from the employment of irresponsible messengers, are circumstances which appear to my Lords to require serious attention; and the Board has anxiously considered what means are best calculated for placing the correspondence of rural districts on a satisfactory footing.

Some mitigation of the evil has been effected by the establishment of guarantee posts, which has recently taken place in several parts of the kingdom, under the following arrangement:—

Responsible parties enter into a written agreement with the Postmaster-general to reimburse the Post-office for the full expense of establishing and maintaining the post, and on this

Appendix, No. 17.

Post-offices in Rural Districts.

this condition it is set on foot; the responsible parties indemnifying themselves by subscriptions among all who are interested in the measure, or in such other manner as they may mutually agree upon. Hitherto these guarantees have been given for daily posts only; but my Lords see no objection to their being taken for posts on the alternate days, or even less frequently, should the parties, with a view to economy, desire it.

Still, though several guarantee posts have recently been established, the difficulties attending this arrangement are such that my Lords cannot regard it as affording a practicable means of completing the system of Post-office distribution; and even if it were practicable, inasmuch as many places which now enjoy the advantage of a post-office, without any extra expense to the inhabitants, are of inferior importance to others which have no such privilege, to rely entirely on the guarantee posts as a mode of completing the system of post-office distribution would manifestly be unfair.

It appears, then, to my Lords to be important in the first instance to lay down, if possible, some intelligible, well-defined principle, by which to regulate the extent to which the official conveyance of letters, without extra charge, shall be carried.

That such conveyance cannot be extended to every place in the kingdom, however remote and however small its correspondence, appears to my Lords to be obvious; any attempt of the kind would certainly entail an enormous expense on the Post-office, which could only be met by the Legislature increasing the general rate of postage, and thus pressing unnecessarily and unfairly on the larger towns, and restoring, as between them, the contraband conveyance of letters, which my Lords have reason to hope is now effectually suppressed.

Considering, however, that the law has, for public purposes, given to the Post-office alone, under ordinary circumstances, the right of conveying letters, and bearing in mind the great importance of promoting communication, as far as practicable, between all parts of the kingdom, my Lords are not prepared to lay it down as a principle that the general system of mail conveyance, meaning thereby the official conveyance, without extra charge, shall include those places only whose correspondence is sufficient to defray the expense. Such a principle would not only exclude many places now comprehended in the general system, but would, in the opinion of my Lords, operate unfairly towards the thinly-peopled districts generally.

As the cost of admitting any place to the general system must depend in some degree on its distance from any existing post-office, it is clear that the operation of the principle in question might exclude a village of considerable correspondence, in which, from its being situated in a thinly-peopled district, and consequently remote from any post-town, a post-office was much wanted; while it admitted another village of inferior correspondence, in which, from its being situated in a densely-peopled district, and therefore in the immediate neighbourhood of one or more post-towns, a post-office was but little wanted.

If, however, instead of the actual, the average expense of connecting a place with the general system were compared with the amount of correspondence, perhaps this principle would be fair; but there is a manifest difficulty in ascertaining the amount of correspondence of any place which has no post-office, and in the present state of their information on the subject, my Lords find it quite impossible to form any estimate of the additional expense to which the adoption of such a principle would lead.

Under existing circumstances, therefore, my Lords are pleased to lay down, for their present guidance, a rule which, while it is perfectly fair in itself, and while it will greatly extend the general system of mail conveyance, will increase the expenses of the department to an extent which, when compared with the additional convenience to the public, is not very large. The rule which my Lords propose to establish is founded on the principle that the number of post-offices in every district should be somewhat in proportion to the amount of population and extent of surface combined; that is to say, that they should be nearer to one another where the population is dense, but more numerous, as compared with the inhabitants, where the population is scattered.

The adoption of this rule has been much facilitated by the recent division of England and Wales into registrars' districts. The principle on which these districts have been formed will be best shown by the following extract from the registrar-general's instructions:—

"In determining the proper extent of a registrar's district, it is desirable that area and population should be considered conjointly, and each with reference to the other; that when the population is dense, the area should be proportionally contracted; that when it is thinly scattered over the country, the territorial extent should be proportionally increased.

"With respect to the amount of population which a registrar's district may comprise, I am not disposed to require a very strict attention to number. But I may state, that when the population is of average density, that district may be regarded as well adapted to the purposes of registration which contains about 5,000 persons."

It appears, from communication with the registrar-general, and from answers to queries addressed, by direction of the Chancellor of the Exchequer, to certain of the registrars of births and deaths, that out of about 2,100 registrars' districts in England and Wales, about 400, containing a million and a half of inhabitants, possess no official post-office of any description.

Returns to Parliament show that the average cost of the old penny posts was about 20*l.* per annum each. If this average could be relied on for indicating the cost of the posts now under consideration, it would appear that the establishment of a post-office in each of the 400 registrars' districts, and its connexion with the general system of mail conveyance, would cost, probably, about 8,000*l.* per annum; a sum which, in the opinion of my Lords,

would

would be well expended in effecting so important an extension of the benefits of cheap, rapid, and secure communication by post.

Post-offices in Rural Districts.

In each of the 400 registrars' districts which have no post-offices, my Lords are of opinon that a post-office of some description or another, to form part of the general system of mail conveyance, should be forthwith established; except, perhaps, as regards some few districts, which although not containing post-offices within their own limits, form parts of large towns already included within the general system: and even as regards such districts, my Lords are of opinion that it may be expedient to conform to the general rule, by the establishment of receiving-houses.

The division into registrars' districts extends only to England and Wales; the proposed plan of post-office extension is therefore unavoidably confined to those parts of the kingdom; but it is the intention of my Lords, at an early period, to take into consideration means for extending the post-office distribution of Ireland and Scotland.

As nearly every registrar's district in which it is proposed now, for the first time, to establish a post-office includes several villages, it of course becomes important to consider in what part of the district the post-office shall be placed. As a general rule, my Lords are of opinion that it should be placed in that village of the district which, from population and other circumstances, may be assumed to have the largest correspondence; but this rule my Lords are aware is open to many exceptions. For instance, if the village with the largest correspondence be very near to an existing post-office, or inconveniently situated for communication with other parts of the district, or for connexion with the general system of mail conveyance, it may become necessary to place the post-office in some place of inferior correspondence.

With regard to the selection of postmasters for the new offices, my Lords refer to a former Minute, in which, with a view to public convenience and economy, the Board has been pleased to direct, with the concurrence of the Postmaster-general and the Commissioners of Stamps and Taxes, that every opportunity be taken for uniting, in small towns, the offices of postmaster and sub-distributor of stamps.

Having laid down the principles which my Lords are of opinion should regulate the proposed extension in the general system of mail conveyance, their Lordships are pleased to direct the Postmaster-general to carry their views into effect as completely, as early, and as economically as practicable. My Lords do not attempt to form any exact estimate of the additional expenditure which it may be necessary to incur, but they will rely on the Postmaster-general carefully to avoid every unnecessary expense; and it is their Lordships' desire, that should the cost of any single post exceed 50*l.* per annum, a special report as regards such post may be made to the Board before the expense is incurred.

Although my Lords have laid it down as a rule that, except perhaps under very peculiar circumstances, some place or other in every registrar's district shall henceforward contain a post-office, to and from which the mail shall be carried without extra charge to the inhabitants, their Lordships wish it to be distinctly understood that they do not direct that in every such case, and under all circumstances, there shall be a delivery of letters at the houses of the inhabitants. Whether there shall or shall not be any delivery of letters, as well as the extent of such delivery in those places in which it may be established, my Lords are of opinion must depend on the number of letters, the density of the population in the neighbourhood of each post-office, and other matters, which can only be ascertained by experience, and by a careful examination of the circumstances of each particular place. My Lords will therefore leave these questions to be decided by the Postmaster-general, merely expressing their opinion that a delivery of letters should take place wherever it can be established with due regard to the interests of the revenue.

With a view of facilitating the proposed extension of mail conveyance, my Lords have had prepared, from the information supplied by the registrars, a table showing the districts which are reported to have no official post-offices, their population and extent; together with the name of the chief place in each district, its population, and distance from the nearest post-office, as well as some other particulars.

From this table it would appear that the average extent of the registrars' districts in question is nearly 20 square miles, and the population about 4,000. Also, that the average population of the chief place of the district (that of the whole parish appears in most cases to be given) is about 1,400; and the average distance of such place from the nearest post-office between four and five miles. Judging from the pains which the registrars appear to have taken, my Lords are of opinion that this table will be found to be tolerably accurate; still my Lords would suggest to the Postmaster-general the expediency of checking it, as regards the more important points, by reference to the Post-office surveyors.

The table is incomplete as regards a few places, where the registrars have as yet supplied part of the information only.

Transmit a copy of this Minute and of the table to the Postmaster-general for his information and guidance, and direct his Lordship to report from time to time, for the information of my Lords, the progress made in carrying their instructions into effect. Add, that my Lords will supply the information required to complete the table as early as possible.

Appendix, No. 17.

Post-offices in Rural Districts.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

Referring to your Lordships' Minute of the 13th instant, relative to the extension of the Post-office distribution of the rural districts of England and Wales, transmitted in Mr. Trevelyan's letter of the 14th instant, I beg to state that it appears to me essentially necessary that the Post-office should be furnished with a map showing the limits of the registrars' districts alluded to in the table which accompanied your Minute, or if a map cannot be given, that I should be furnished with such detailed information respecting the boundaries of districts as will enable me to supply the surveyors with the requisite explanation relative to the extent of the district in which each place is situated, without which it appears to me they cannot report, in conformity with your Lordships' directions, as to the proper sites for the new Post-office establishments.

I beg also to submit for your Lordships' decision, whether in setting up new post-offices and receiving-houses, the messengers appointed to serve them from the nearest post-offices already established are to take the nearest routes to such new offices, or whether they are to diverge considerably, as is the present practice, from the straight road, in order to afford the accommodation of a post not only to the extreme points in which the offices have been set up, but also to all those villages lying within a moderate distance of the line of communication, and which from their correspondence are thought entitled to it, as in the event of the present regulation being followed out, the expenditure will be much increased, as very frequently two, instead of one foot messenger, will be requisite to perform the duty.

I request to be favoured with your Lordships' early decision on these points, in order that no time may be lost in calling upon the surveyors for their reports.

I have, &c.

General Post-office, 18 August 1841. (signed) *Lichfield.*

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Treasury Minute, dated 27 August 1841.

The Chancellor of the Exchequer informs the Board that he has given directions to Mr. Arrowsmith to prepare such maps as the Postmaster-general requires. Also, that he has requested the Poor Law Commissioners to obtain from the clerks of the several unions the information which Mr. Arrowsmith will require as to the division of the unions into registrars' districts.

Transmit copy of this Minute to the Postmaster-general, in reply to the first part of his Lordship's letter.

Add, in reply to the inquiry contained in the latter part of his Lordship's letter, that as a general rule, my Lords are of opinion it will be best, in the first instance at least, not to attempt more than the establishment of a post-office at some one village in each registrar's district which now possesses no post-office whatever; but that, nevertheless, when a second village whose correspondence is nearly equal to the first, can be included in the general system at a trifling additional expenditure, my Lords are desirous that the Postmaster-general should include such village, if his Lordship see no reason to the contrary.

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Memorandum in reply to last Paragraph of Order of The House of Commons, dated 21 March 1843.

No definitive arrangements have yet been made by the Post-office in conformity with the Minutes of the Lords of the Treasury, dated the 13th and 27th days of August 1841, relating to the Post-office distribution in the rural districts of the United Kingdom.

General Post-office, 8 April 1843. (signed) *W. L. Maberly.*

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 31 May 1843.

In conformity with your Lordships' instructions, with reference to the Treasury Minute of the 13th August 1841, I have given my attention to the best mode of extending the accommodation of the Post-office in the rural districts. The result of my inquiry leads me to believe that the arrangement proposed in that Minute, of establishing official posts in the country with reference to the population in each registrar's district, would be attended with many practical difficulties, and with an expense far exceeding the assumed estimate. I consider this arrangement also, being confined to England and Wales only, as partial in its operation, and open to strong objection on that account.

After

Appendix, No. 17.

Post-offices in Rural Districts.

After full consideration of the subject, I would submit that, as a general principle, all places, the letters for which exceed 100 a week, should be deemed entitled to the privilege of a receiving-office, and a free delivery of their letters; and in this view I propose forthwith that official posts shall be established at all places which have already applied for the accommodation, the letters for which amount to 100 and upwards weekly, and that the same principle shall govern all similar applications that may hereafter be received.

I propose further, that when two or more small places can be combined within one messenger's walk, that the whole district thus included shall be considered but as one post, and that the calculation shall be made on the aggregate number of letters for all those places, and not on those for each place individually.

I enclose a list of places and districts selected from the applications which have been received for post accommodation, from July 1840 up to the present time. In each of these cases, the number of letters for the place or places to be included in one post exceeds 100 letters a week. The expense of establishing official posts at all the places within this list is estimated by the surveyors at about 3,251*l.* 15*s.* 6*d.* per annum. It is probable, when it is generally understood throughout the country that a measure of this nature is in operation, a very considerable number of additional applications for the same privilege of a free delivery of letters will be made immediately, all which, I submit, must be treated on the principle above laid down; I am therefore not prepared to say what may be the total cost of carrying out the measure throughout the United Kingdom.

In some few cases, where the letters received amount to the stipulated number, posts have already been established, under a guarantee from the parties interested to defray the full expense of maintaining the post; I propose, in such cases, that the guarantees shall be cancelled from the date of the new measure coming into operation, but where guarantees have been given in the case of places, the letters for which are under 100 a week, I submit that the guarantee should still be continued, and that it shall still be required in all instances where applications shall be made for official posts by places, the letters for which are below the rule now laid down.

If your Lordships approve of the principle I now submit, I presume you will at the same time direct, in accordance with the Treasury Minute of the 13th August 1841, that the expense of setting up any one post shall be limited to 50*l.*, the sum specified in the Minute, with the understanding that every case where the expense will exceed that sum shall be reported to you for special consideration.

I have, &c.

(signed) *Lowther.*

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A LIST of Towns and Places from which Applications have been received for Official Posts (the Number of Letters for which average above 100 Weekly), from July 1840 to the present Time (including Guaranteed Posts).

| NAME OF PLACE AND POST TOWN. | EXPENSE PER ANNUM. | Number of Letters in a Week. | NAME OF PLACE AND POST TOWN. | EXPENSE PER ANNUM. | Number of Letters in a Week. |
|---|---|---|---|---|---|
| | £. s. d. | | | £. s. d. | |
| Stroud: | | | Ripon: | | |
| Woodchester | 25 – – | 161 | Dishforth | 6 16 6 | 235 |
| Nottingham: | | | Topcliffe | | |
| Ilkeston | | | Wolverhampton: | | |
| Trowell | 42 8 – | 142 | Claverley | | |
| Wollaton | | | Dallnott | | |
| Stokesley: | | | Barnsley | | |
| Hutton Rudley | 8 – – | 173 | Bundleford | | |
| Halifax: | | | Achleton | | |
| Sowerby Bridge | 29 8 – | 191 | Milton | 10 – – | 160 |
| Hull: | | | Worfield | | |
| Bridlington Quay | 34 – – | 632 | Wyher | | |
| Penrith: | | | Roughton | | |
| Shap | 8 – – | 140 | Stapleford | | |
| Croydon: | | | Chesterton | | |
| Coulsdon | 35 6 – | 167 | Maryport: | | |
| Rotherham: | | | Aspatria | 20 – – | 178 |
| Wath | 51 12 – | 253 | Ballinafad | 5 – – | 126 |
| | | | Moyallon | 10 – – | 120 |
| | | | Vernus Bridge | 17 – – | 184 |
| | | | Tallibody | 5 – – | 200 |
| | | | Edgehill | 25 – – | 180 |

Appendix, No. 17.

Post-offices in Rural Districts.

| NAME OF PLACE AND POST TOWN. | EXPENSE PER ANNUM. £. | s. | d. | Number of Letters in a Week. |
|---|---|---|---|---|
| Sunderland: Whitburn | 26 | 5 | – | 174 |
| Whitby: Robin Hood's Bay | 44 | – | – | 129 |
| Burton: Burton Bradstock | 23 | 5 | – | 148 |
| Salisbury: Honington, Coombes, Bishopstone, Broadchalk, Bower Chalk, Bishops Foxey, Stratford Foxey, Fifield | 41 | 10 | – | 148 |
| Swansea: Mumbles | 49 | 14 | 3 | 254 |
| Tonbridge Wells: Frant | 31 | – | – | 169 |
| Huddersfield: Rastrick | 42 | 8 | – | 109 |
| Claverley, Forfield, Dalnott, Wyken, Barnsley, Roughton, Bundleford, Stapleford, Achleton, Chesterton, Milton | 100 | 2 | – | 160 |
| Loughborough: Kegworth | 49 | – | – | 180 |
| Shrewsbury: Hanwood, Pontesford, Pontesbury, Osterley, Minsterley | 47 | – | – | 120 |
| Oldham: Royton, Shaw | 70 | – | – | 322 |
| Ely: Littleport | 35 | 4 | – | 129 |
| Gravesend: Chalk, Shorne, Cobham, Luddesdown, Meopham | 63 | 12 | – | 641 |
| Haverhill: Great Thurlow, Little Thurlow | 41 | 2 | – | 182 |
| Staple Bumpstead, Helions Bumpstead | 42 | 2 | – | 113 |
| Staveley: Eckington, Remsham | 39 | 4 | – | 195 |
| Dudley: Hales Owen, Oldhill, Rowley Regis, Cradley Heath | 56 | 16 | – | 400 |
| Crawley: Walford, Drybrook, Ruardean, Hope Mansel, Charlwood, Horley | 47 | 14 | 3 | 175 |
| | 45 | – | – | 290 |
| Helstone: Mangan, Mannacar, Holford, St. Kirwan, St. Martin's | 46 | 14 | 4 | 145 |
| Bilston: Coseley | 43 | – | – | 160 |
| Leeds: Rothwell, Lofthouse, Carlton, Middleton | 15 | – | – | 192 |
| Haverfordwest: Walton, Walwin's Castle, Tabbanny, St. Bride's, Malves, Broadhaven, Hasguard, Dale | 86 | – | – | 149 |
| Wansford: Kingcliffe | 11 | 4 | – | 135 |
| Collumpton: Plympton, Clyst Hoydon, ClystSt.Lawrence | 27 | 7 | 8 | 129 |
| Two Waters | 10 | – | – | 289 |
| Bentham: Ingleton, Burton-in-Lonsdale | 28 | 5 | – | 145 |
| Dewsbury: Batley | 31 | – | – | 129 |
| Bridgend: Maersteg | 39 | 5 | 8 | 282 |
| Holywell: Bagilt | 36 | – | – | 152 |
| Alfreton: Shirland, Higham, Shelton, Claycross, Ashover | 42 | 8 | – | 276 |
| Lichfield: Yanhall | 38 | – | – | 140 |

| NAME OF PLACE AND POST TOWN. | EXPENSE PER ANNUM. £. | s. | d. | Number of Letters in a Week. |
|---|---|---|---|---|
| Grey Abbey: Ballywater | 15 | – | – | 150 |
| Clonmell: Marlfield | 15 | – | – | 188 |
| Old Rain: Insch | 17 | – | – | 209 |
| Auchterarder: Blackford | 15 | – | – | 124 |
| Dudley: Rowley | 39 | 2 | 8 | 100 |
| Durham: Hilton, Easington Lane | 48 | 10 | – | 186 |
| Whitehaven: St. Bees | 34 | – | – | 395 |
| Bedford: Milton, Bletsoe, Shambrook, Odell, Harrold | 107 | – | – | 320 |
| Saxmundham: Leiston | 36 | 4 | – | 251 |
| Alresford: Ripley | 35 | 8 | – | 143 |
| Rayleigh: Bowers Gifford | 34 | 4 | – | 120 |
| Dereham: Matteshall | 60 | – | – | 233 |
| Huntingdon: Alconbury, Stukeley | 48 | 8 | – | 130 |
| Gorey: Courtown Harbour | 15 | – | – | 153 |
| Chorley: Leyland, Farrington, Clayton | 42 | 8 | – | 187 |
| Wimborne: Canford | 39 | 6 | – | 114 |
| Wareham: East Stoke, Wool, Coombe Keynes, Lulworth | 47 | – | – | 154 |
| Maryborough: Tirnahoe | 20 | – | – | 100 |
| Halifax: Stainland | 46 | 8 | – | 111 |
| Newton Forbes: Dunnlish | 30 | – | – | 126 |
| Tralee: Camp | 5 | – | – | 103 |
| Saffron Walden: Chesterford, Ichleton, Hinton | 45 | 4 | – | 159 |
| Bridgwater: Combwich, Otterhampton, Stockland, Stogursey | 41 | 10 | – | 129 |
| Dingwall: Ferintosh | 23 | 5 | – | 180 |
| Nantwich: Crewe | 36 | 4 | – | 180 |
| Cowes: East Cowes | 25 | 5 | 10 | 307 |
| St. Neot's: Roxton | 14 | 12 | – | 178 |
| Stroud: Eastington | 36 | 10 | 8 | 146 |
| Abergavenny: Dowlais | 41 | 5 | 8 | 263 |
| Stamford: Barrowden | 8 | 18 | – | 195 |
| Errolt: Glencarre | 5 | – | – | 170 |
| Shrewsbury: Builton, Cockshutt | 41 | 8 | – | 160 |
| Newmarket: Little Thurlow | 69 | 4 | – | 173 |
| Dingwall: Farintosh, Cubbothen | 26 | – | – | 144 |
| Sleaford: Heckington | 39 | 4 | – | 134 |
| Appin: Ballacheleish | 13 | – | – | 120 |
| Parndon: Nazing | 47 | 12 | – | 172 |
| Hythe: Saltwood, Portling, Stowing | 36 | 6 | – | 135 |
| Cambridge: Milton, Waterbeach, Sandbeach | 50 | 12 | – | 173 |
| Colchester: Brightlingsea | 81 | 4 | – | 236 |
| Royston: Bailey, Barkway | 44 | 2 | – | 465 |
| York: Falford | 6 | – | – | 100 |
| Towcester: Towcester Booth | 36 | 6 | – | 175 |
| Birkenhead: Okton, Clangton | 10 | – | – | 120 |
| Sherborne: Chetwole, Leigh, &c. | 41 | 10 | – | 246 |
| TOTAL £. | 3,251 | 15 | 6 | |

Appendix, No. 17.

Post-offices in Rural Districts.

TREASURY MINUTE, of 6th June 1843, on the foregoing Papers.

MY Lords refer to their Minute of 27th August 1841.

My Lords approve of the principle on which the Postmaster-general proposes to regulate the privilege of granting a receiving-office, and a free delivery of letters, to places not already enjoying those advantages.

My Lords further consider, that by giving the accommodation in the first instance to those places (the letters of which amount to 100 a week) from which application for such accommodation may be received, my Lords will have the means of judging, at a moderate cost, how far the accommodation if more generally extended would contribute to the convenience of the public, or would affect the interests of the revenue. My Lords also concur in the propriety of relieving those places where guarantees have been given from the obligation of such guarantee, in cases in which the places would, under the general rule now laid down, be entitled to such a privilege. My Lords think it necessary to adhere to the limitation imposed by the Treasury Minute of August 1841, as to the expense to be incurred in establishing each such post.

Write to the Postmaster-general in terms of the above Minute.

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## Appendix, No. 18.

### LETTER-CARRIERS IN EDINBURGH.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 14 June 1841.

Appendix, No. 18.

Letter-carriers in Edinburgh.

I HAVE the honour to bring under the consideration of your Lordships the case of the letter-carriers in Edinburgh, with a view to the revision of their present wages.

These letter-carriers are precisely in the same position as those in Dublin, to whom I have recommended an increase of wages in my Report to your Lordships of the 3d ultimo; and I beg to refer your Lordships to that Report, from which you will perceive that the loss of perquisites caused by the alteration in the rates of postage is the ground upon which I propose an increase.

The letter-carriers at Edinburgh have been before petitioners for an augmentation of their pay; and it was only on the 19th June 1840 that I stated my opinion to your Lordships in my Report of that date, that they were adequately remunerated.

I enclose a statement, showing the total income of each of the letter-carriers in the years ended 5th January 1840 and 1841. This statement will show to your Lordships the decrease in each man's income in the year ending 5th January 1841, as compared with that ending 5th January 1840; and as I consider that their pay was a fair remuneration in the former year, I am about to propose to your Lordships to raise their incomes to that amount.

There are 66 letter-carriers in Edinburgh, whose wages are as follows:—

| | |
|---|---|
| 7 | at 19 *s.* 6 *d.* a week each. |
| 7 | at 18 *s.* 6 *d.* a week each. |
| 52 | at 17 *s.* 6 *d.* a week each. |

These men, in respect to their fees, are divided into two classes, A. and B., each containing 25, while the remaining 16 do not receive any fees.

| | |
|---|---|
| The loss which the first class (A.) have sustained in the last year, as compared with the former, is | £. 116 9 2 |
| The second class, (B.) | 108 18 6 |

I beg to recommend that the wages of the Edinburgh letter-carriers may be increased to the following scale:

| | | |
|---|---|---|
| Class A. 25 | 7 at 21 *s.* 6 *d.* | a week each. |
| | 7 at 20 *s.* 6 *d.* | — |
| | 11 at 19 *s.* 6 *d.* | — |
| Class B. - | 25 at 19 *s.* | — |

being an addition of 2 *s.* a week each to the first 25, and of 1 *s.* 6 *d.* a week each to the second 25. The remaining 16 having no perquisites can have suffered no loss, and I do not propose any alteration in their pay.

The

The total amount of their present wages is 3,057 *l.* 12 *s.*, and of the scale I have recommended 3,285 *l.* 2 *s.*, being an increased expense of 227 *l.* 10 *s.* a year; and as the amount of fees they have been deprived of by the late changes is 225 *l.* 7 *s.* 8 *d.*, this proposition will give an excess over the loss they have sustained of only 2 *l.* 2 *s.* 4 *d.* per annum.

I have, &c.
(signed) *Lichfield.*

EDINBURGH LETTER-CARRIERS.—TOTAL INCOMES.

| A. DIVISION. | YEAR ENDING 5 JANUARY 1840. £. s. d. | YEAR ENDING 5 JANUARY 1841. £. s. d. | DECREASE OR INCREASE. £. s. d. |
|---|---|---|---|
| No. 1 | 76 – 2 ½ | 68 13 9 ½ | Decrease 7 6 5 |
| 2 | 81 – 2 ½ | 66 11 9 ½ | — 14 8 5 |
| 3 | 76 10 2 ½ | 70 3 9 ½ | — 6 6 5 |
| 4 | 73 8 2 ½ | 70 18 9 ½ | — 2 9 5 |
| 5 | 77 10 2 ½ | 71 3 9 ½ | — 6 6 5 |
| 6 | 77 10 2 ½ | 71 18 9 ½ | — 5 11 5 |
| 7 | 81 10 2 ½ | 72 18 9 ½ | — 8 11 5 |
| 8 | 72 8 2 ½ | 65 11 9 ½ | — 6 16 5 |
| 9 | 72 8 2 ½ | 65 11 9 ½ | — 6 16 5 |
| 10 | 67 16 2 ½ | 62 1 9 ½ | — 5 14 5 |
| 11 | 67 18 2 ½ | 60 9 9 ½ | — 7 8 5 |
| 12 | 73 – 2 ½ | 60 3 9 ½ | — 12 16 5 |
| 13 | 66 8 2 ½ | 64 1 9 ½ | — 2 6 5 |
| 14 | 64 11 2 ½ | 60 9 9 ½ | — 4 1 5 |
| 15 | 68 8 2 ½ | 62 18 9 ½ | — 5 9 5 |
| 16 | 62 6 2 ½ | 57 9 9 ½ | — 4 16 5 |
| 17 | 65 13 2 ½ | 63 1 9 ½ | — 2 11 5 |
| 18 | 63 13 2 ½ | 63 11 9 ½ | — – 1 5 |
| 19 | 60 16 2 ½ | 58 2 9 ½ | — 2 13 5 |
| 20 | 62 6 2 ½ | 58 9 9 ½ | — 3 16 5 |
| 21 | – – – – | 56 12 9 ½ | |
| 22 | – – – – | 59 14 9 ½ | |
| 23 | – – – – | 57 19 9 ½ | |
| 24 | – – – – | 59 19 9 ½ | |
| 25 | – – – – | 59 9 9 ½ | |
| **B. DIVISION.** | | | |
| No. 1 | 59 12 – | 50 10 – | Decrease 9 2 – |
| 2 | 63 5 – | 50 – – | — 13 5 – |
| 3 | 61 – – | 53 5 – | — 7 15 – |
| 4 | 61 4 – | 51 – – | — 10 4 – |
| 5 | 60 – – | 52 13 – | — 7 7 – |
| 6 | 62 – – | 55 10 – | — 6 10 – |
| 7 | 60 5 – | 54 3 – | — 6 2 – |
| 8 | 60 10 – | 49 10 – | — 11 – – |
| 9 | 53 10 – | 48 10 – | — 5 – – |
| 10 | 50 13 – | 50 8 6 | — – 4 6 |
| 11 | 51 5 – | 48 – – | — 3 5 – |
| 12 | 56 5 – | 50 10 – | — 5 15 – |
| 13 | 54 10 – | 50 – – | — 4 10 – |
| 14 | 49 15 – | 49 – – | — – 15 – |
| 15 | 49 7 – | 48 – – | — 1 7 – |
| 16 | 48 – – | 47 – – | — 1 – – |
| 17 | 55 10 – | 49 10 – | — 6 – – |
| 18 | 53 10 – | 48 13 – | — 4 17 – |
| 19 | 49 – – | 48 – – | — 1 – – |
| 20 | 51 5 – | 47 5 – | — 4 – – |
| 21 | – – – – | 47 – – | |
| 22 | – – – – | 49 14 – | |
| 23 | – – – – | 47 15 – | |
| 24 | – – – – | 49 – – | |
| 25 | – – – – | 48 10 – | |

| | £. s. d. |
|---|---|
| Total Decrease on Incomes of the first 25 on the two years | 116 9 2 |
| Ditto - ditto on second 25 - - - - - | 108 18 6 |
| £. | 225 7 8 |

Appendix, No. 18.

Letter-carriers in Edinburgh.

TREASURY MINUTE, of 9 July 1841, on the foregoing Papers.

WRITE to the Postmaster-general that, on comparing the present and the proposed remuneration of the Edinburgh letter-carriers with the remuneration of the Dublin letter-carriers, as now settled, my Lords obtain the following results:—

| | MAXIMUM. | MINIMUM. | AVERAGE (NEARLY) PER ANNUM. |
|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. |
| Dublin Letter-carriers, with the late increase of wages - - - - - - - | 70 – – | 46 16 – | 56 3 – |
| Edinburgh Letter-carriers, exclusive of the 16 to whom the proposed advance does not apply: | | | |
| Present remuneration - - - | 72 18 9 | 47 – – | 56 12 – |
| Proposed — - - - - | 78 2 9 | 50 18 – | 61 5 – |

From this comparison it appears that the letter-carriers in Edinburgh, without any advance, are fully as well paid as those in Dublin with the advance recently made; my Lords, therefore, cannot consider that the claims of the two classes are at all similar.

In consenting to advance the wages of the Dublin letter-carriers, my Lords were influenced by the consideration that their emoluments were not only inferior to what they had been, but that they were absolutely inadequate, whereas the emoluments of the Edinburgh letter-carriers, though inferior to what they have been, appear to be fully sufficient, whether compared with those of the Dublin or the London letter-carriers.

My Lords are of opinion, therefore, that the proposed addition to the wages of the Edinburgh letter-carriers, considered as a permanent arrangement, is unnecessary; whether compensation should be given to the present letter-carriers for loss of fees, will depend very much upon the nature of those fees, and the circumstances and authority under which they were received.

Upon these points my Lords desire to be informed.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 21 August 1841.

IN obedience to the directions contained in Mr. Trevelyan's letter of the 14th ultimo, I have the honour to acquaint your Lordships, that the fees of the letter-carriers in Edinburgh are derived from the publication of the "Post-office Edinburgh Directory," and from gratuities received from the public at Christmas.

With regard to the circumstances and authority under which those fees are taken, I beg to state, that the Directory was established in 1805, under the sanction of the Deputy Postmaster-general for Scotland, and has since that period been carried on with the permission of the several postmasters-general. The gratuities from the public at Christmas rest upon very ancient usage, and are received with the consent of the Postmaster-general.

It is right I should add, that, had not the letter-carriers enjoyed those perquisites, they would have been before recommended to your Lordships for increase of pay.

I have, &c.
(signed) *Lichfield.*

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(17596.)

TREASURY MINUTE, of 31 August 1841, on the foregoing Papers.

WRITE to the Postmaster-general that on further investigation of the circumstances connected with the present application, my Lords observe an important discrepancy between a Return of the emoluments of the Edinburgh letter-carriers for the year 1839, enclosed in his Lordship's Report of the 19th June 1840, and a Return for the same year, enclosed in his Lordship's Report of the 14th June 1841.

The decrease of the emoluments of the letter-carriers for the year 1840, when compared with the first of these Returns, appears to be about 53 *l.* only, whereas that decrease is determined by a comparison with the last of these Returns, and is stated in his Lordship's Report at about 225 *l.*

As this discrepancy materially affects the question under consideration, and as the incompleteness of the latter Return makes a satisfactory comparison impossible, my Lords consider it necessary to call for another statement, comparing the emoluments of the Edinburgh letter-carriers for the years 1839 and 1840, and showing the names of the letter-carriers and their emoluments in detail for each year, in the same manner as these facts are exhibited in the Return which accompanied his Lordship's letter of the 19th June 1840.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 2 March 1842.

REFERRING to Mr. Trevelyan's letter of the 4th September 1841, on the subject of the increase proposed to be granted to the wages of the letter-carriers in Edinburgh, I have the honour to state to your Lordships, that upon full investigation of the matter, I can come to no

no other conclusion than that the letter-carriers have improperly made erroneous returns, and on that ground I think it my duty to request your Lordships' permission to withdraw the recommendation for increasing their wages, made to you by my predecessor.

I have, &c.
(signed) *Lowther.*

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Treasury Minute, dated 4 March 1842, on the foregoing Letter.

Write Postmaster-general that my Lords fully concur in the withdrawal of his recommendation.

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## Appendix, No. 19.



## GLASGOW AND AYR RAILWAY MAIL.

TO the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 16 June 1842.

The question as regards the price to be paid for the Post-office service on the Glasgow and Ayr Railway having been referred to arbitration, in accordance with the regulations of the Act of Parliament, I have now the honour to submit, for the information of your Lordships, a copy of Mr. Wilson Patten's award, the umpire selected by the arbitrators, Lieut. Harness, and Mr. Miller; the former acting on the part of the Post-office, and the latter on the part of the Company.

By this award it is decided that the Post-office is to pay 1*l.* 12*s.* a day for the use of a portion of a second-class carriage, and 7*s.* 6*d.* a day if the mail-bags are carried in a box or imperial on the top of a railway carriage, each way between Glasgow and Ayr, with an additional charge of 2*s.* 6*d.* a day so long as the mail-bags are not accompanied by a post-office guard, which I have ascertained is intended as a remuneration for the duty of delivering the bags, if entrusted to the servants of the railway company; and that it is not to be continued whenever a mail guard is appointed to take charge of the bags, and likewise that no additional charge is to be made for the guard's fare. Under these circumstances I have appointed a mail guard to perform the duty on this line, which will enable me to effect a saving to the revenue of about 40*l.* per annum.

I enclose a copy of the notice and time-bill which has been served upon the company, together with a tabular statement giving the information on the various points adverted to generally in your Lordship's letter, dated the 9th April last.

I have, &c.
(signed) *Lowther.*

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TABULAR STATEMENT, giving the Information required by the Treasury Letter, bearing date the 9th April 1842, in regard to the Conveyance of the Mails on the Glasgow and Ayr Railway.

| Number of Dispatches per Day in each direction, stating whether Sunday be an exception or not. | Length of the Line. | Number of Double Miles per Day, to which the Award has reference. | Total Annual Payment due under the Award to the Company. | Ordinary and Maximum Weight of Mail (including Bags), as nearly as can be given, stated separately as regards each Trip. | Amount of Space set apart in the Railway Carriage for the use of the Post-office. | Number of Guards, or other Post-office Servants, for whom Accommodation is required at each Trip. | Whether the Guards travel Inside or Outside the Carriage. |
|---|---|---|---|---|---|---|---|
| One each way every day, except Sunday. | 40 miles. | 40 double miles per day. | £. s. d.<br>136 17 6<br>at the rate of 7*s.* 6*d.* per day. | *Glasgow to Ayr.*<br>Ordinary Weight.<br>*cwt. qrs. lbs.*<br>1 0 13<br>Maximum Weight.<br>*cwt. qrs. lbs.*<br>2 0 26<br>*Ayr to Glasgow.*<br>Ordinary Weight.<br>*cwt. qrs. lbs.*<br>0 0 16<br>Maximum Weight.<br>*cwt. qrs. lbs.*<br>0 2 0 | A third part of a second-class carriage. | One guard at each trip, and an inspector when required. | Inside. |

(signed) *George Stow.*

Appendix, No. 19.

Glasgow and Ayr Railway Mail.

Gentlemen, London, 29 March 1842.

I HAVE carefully looked over the two statements which you forwarded to me, relating to the expense of carrying Her Majesty's mails on the Glasgow and Ayr Railway. It is not made quite clear in the notice of the Postmaster-general, what is the exact nature of the daily service required from the company, but I collect from your statements, that in the first instance, so much only of the service referred to will be called for as regards the carriage of the mail-bags between Glasgow and Ayr, and the delivery of them by the company at the various stations on the line to the servants of the Postmaster-general. It appears, however, that at some future period it may be necessary to claim a third part or more of a second-class carriage. In making my award, I have thought it advisable to consider these two services separately, changing the amount of remuneration to be paid according to the extent of the claim made on the company.

I have given due weight to the reasons urged by the company to have the mail trains considered as specially devoted to the service of the Post-office, on the grounds of their being appointed to run at hours which are not the most convenient for the general passenger traffic. The information, however, which I have received, leads me to the belief that the hours of departure for the various trains were originally fixed by the company without regard to the service of the Post-office, and a return recently furnished to me of the passenger traffic by each train, in the weeks ending the 1st and 29th of January, and the 26th of February last past, does not exhibit a case which would authorise me to make an allowance on this head. I find it, moreover, quite impossible to provide against contingencies of an altered state of things when other lines of railway may be opened in the neighbourhood.

Looking to the services required in the first instance, namely that of carrying the mail-bags in a box or imperial on the top of a railway carriage, each way between Glasgow and Ayr daily (Sundays excepted), and delivering them to the servants of the Post-office at the various stations on the line, I am inclined to think that 7*s.* 6*d.* per day is a reasonable charge, with 2*s.* 6*d.* additional charge so long as the mail-bags are not accompanied by a Post-office guard.

In the event of a portion of a second-class carriage being required at any future time, I think that 1*l.* 12*s.* per day should be paid for each third part of the carriage.

I am, &c.

H. D. Harness, Esq. Royal Engineers, and J. Miller, Esq. (signed) *J. Wilson Patten.*

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STATEMENT on behalf of the *Glasgow, Paisley, Kilmarnock* and *Ayr* Railway Company, in reference to the Remuneration to be allowed them by the Post-office for conveying the Mails upon their Railway.

By the Postmaster-general's notice to the railway company, dated 26th October 1841, which is given under Act 1 & 2 Vict. c. 98, he requires and directs,

"1st. That the mails and post letter-bags shall, from and after the 28th day of November next (1841), be conveyed and forwarded by your railway, either by the ordinary trains of carriages, or by special trains, as may be, from Ayr to Glasgow and Glasgow to Ayr respectively, once each day in each week (Sundays excepted), at such times and hours, and subject to such regulations and restrictions as to speed of travelling, places, times, and duration of stoppages, and times of arrival, as are mentioned and set forth in the time-bill herewith annexed (the hour from Ayr being at 11 o'clock a. m., the hour from Glasgow being half-past four o'clock, p. m., and the speed required being, for the whole distance, two hours, including stoppages), together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereafter mentioned.

"2d. That from and after the said 28th day of November next, the railway company shall appropriate, exclusively, the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage in the train which will daily (Sundays excepted) leave the Ayr station at 11 a. m. for Glasgow, and also in the train which will daily (Sundays excepted) leave the Glasgow station at 4 h. 30 m. p. m. for Ayr, for depositing therein the mails and post letter-bags, and for conveying the guards in charge thereof, and other officers of the Post-office, as hereafter mentioned, which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require.

"3d. That the railway company shall receive, take up, carry, and convey in such carriages respectively, all such mails and post letter-bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any of the officers of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post letter-bags, guards, and officers, at such places on the line of your railway as the Postmaster-general shall on that behalf from time to time reasonably order and direct; and,

"4th. That

"4th. That the railway company shall, from and after the said 28th day of November next, at your own costs, provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post letter-bags in manner hereafter directed, to the satisfaction of the Postmaster-general."

The notice and requisition of the Postmaster-general being in many respects very vague and indefinite, the railway company, on the 26th of November 1841, caused the following queries to be addressed to the solicitor for the Post-office :—

1st. Is the company, during the three years mentioned in the Act, to be bound to run at the hours stated in the bond, unless liberated by the Postmaster-general? In other words, "Are they to be debarred from shifting the hours of departure of their ordinary trains, according to their experience from time to time of the exigencies of the traffic?"

"2d. What number of the Post-office guards or officers in charge of the mails are they to provide accommodation for, and how much of a second-class carriage will be needed, and how is it to be fitted up?"

"3d. Are the guards of the railway company to be freed from the charge which they have hitherto taken of the bags?"

After a delay of three months, the following answer was, on the 23d of February 1842, received from the Post-office solicitor to their queries :—

"1st. The railway company is bound to run the mail trains at the hour fixed by the notice which the Postmaster-general has given, and such hours cannot be altered or varied without the express authority and sanction of his Lordship."

"2d. A guard will be sent with the bags in the second-class carriage."

It is thus fixed by the notice and explanatory letter, that at whatever cost or inconvenience, and without regard to their other arrangements, or to the exigencies of their traffic, this railway company must run a train from Ayr to Glasgow at 11 o'clock, a. m., and a train from Glasgow to Ayr at half past four p. m., both to arrive at their destination within two hours, and that there must be attached to their respective trains a second-class carriage, the whole of which, or such part as the Postmaster-general shall direct, must be appropriated for the mails, post letter-bags and Post-office guards.

It is for the service thus required by the Post-office that the umpire is now called upon to determine the remuneration or compensation payable to the railway company, and he is respectfully requested to keep in mind, that while, by the statute, the Post-office may free themselves from his award at any time by a notice of six months, the railway company are bound by it for a period of three years.

In forming a judgment of the amount of remuneration to which the railway company is entitled, the umpire's attention is respectfully requested to the following circumstances :—

This railway, in so far as completed, is 40 miles in length, connecting the city of Glasgow, in Lanarkshire, with the town of Ayr, in Ayrshire, and passing through the intermediate county of Renfrew;

But, unlike most other railways, the principal source of revenue hitherto has been derived, not from a thorough traffic betwixt Glasgow and Ayr, but from the intermediate traffic at the different stations along the line (10 in number).

All the arrangements of the railway company as to the number of the trains, the hours of departure from each terminus, and the stoppages at the intermediate stations, have accordingly been hitherto made with reference to these leading sources of traffic; the arrangements have been several times changed, and the present hours are found not to be the best. Among other reasons, the half hours from Glasgow are not found to be so good as the hours, and the reason may be explained thus: a considerable source of traffic are the passengers between Glasgow and Paisley; that portion of the line is common to the Glasgow and Ayrshire Railway and Glasgow and Greenock Railway Companies, and both companies work that traffic; it has been found that the company which runs a train at the hour obtains more passengers than the company having a train at the half hour. The Post-office will bind the Glasgow and Ayr Railway Company to run at the half hour, and in that way force upon the company a very considerable loss. The present arrangements may be said to be merely temporary, and were certainly intended to be altered so soon as a thorough traffic could be obtained.

The opportunity for making the alteration contemplated has now occurred, by the opening of the Edinburgh and Glasgow Railway, and the necessity for changing the present arrangement will become still greater when the Kilmarnock branch of the Ayrshire Railway, in course of being formed, is completed next spring. This branch is 11 miles in length, and is expected to produce a large revenue, the town of Kilmarnock being much more populous than Ayr. But if the company is to derive any material benefit from the opening of the Edinburgh and Glasgow Railway, the hours of departure from Glasgow to Ayr and from Ayr to Glasgow must be so regulated as to suit the passengers arriving by that railway from Edinburgh and the east of Scotland; and if the Kilmarnock branch, when opened, is to be productive of profit, it can only be by studying the exigencies of traffic, and fixing the hours accordingly. Neither object can be obtained by the company's present arrangement, and, in particular, both objects will be frustrated by continuing to run a train from Glasgow at the hour of half-past four p. m., and a train from Ayr at 11 p. m., as required by the Post-office.

But further, the fixing the company to these specific hours not only deranges and fetters all their plans for the general management of their line, but will operate most prejudicially in

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in another point of view. The Ardrossan Railway, belonging to another company, joins the Ayrshire Railway at a point 26 miles from Glasgow, and 14 miles from Ayr, and to enable passengers going from either terminus to Ardrossan to meet at the point of junction at the same time, it is necessary that the trains from Glasgow should start half an hour earlier than the trains from Ayr. The time of starting of the trains at each end of the main line are thus dependant on each other, and by fixing, as the Post-office has done, 11 o'clock a.m. as the hour of starting from Ayr, they force the company to keep up a train at half-past 10 from Glasgow, and by fixing half-past four p. m. as the hour from Glasgow, a train from Ayr is rendered necessary at five p. m. The Post-office thus practically ties the company down to specific and unalterable hours, not merely with two trains, but with four trains per day. If it be asked why the passengers for Ardrossan require to meet at the point of junction at the same time, the answer is, that the number of passengers to Ardrossan is not sufficiently numerous to pay the expense of an engine and train with each set of passengers, coming east or west; they must therefore meet at the point of junction to be carried by the same engine and train.

These remarks with regard to the Ardrossan passengers will apply with great force to the passengers to Kilmarnock when the Kilmarnock Branch is opened. That branch joins the main line at nearly the same distance from Glasgow to Ayr respectively as the Ardrossan Railway joins it, and unless the Kilmarnock passengers coming from Glasgow and Ayr meet at the same point, and are carried by the same engine and train to Kilmarnock, the expense of working the Kilmarnock Branch will be doubled.

Taking all these circumstances into account, the result is, that the company must either forego a large amount of revenue, by running ordinary trains at the Post-office hours, or if they abandon ordinary trains they must provide special trains for the convenience of the Post-office alone.

In either view it appears fair and reasonable that the remuneration to be allowed the company for carrying the mails should be at the cost of sending special trains.

| | £. | s. | d. |
|---|---|---|---|
| The cost is easily ascertained. It is admitted by Mr. Harness, that the cost of locomotive power alone is 1 *s.* 6½ *d.* per mile or 3 *l.* 3 *s.* 4 *d.* each journey for the 40 miles; the daily cost is therefore 6 *l.* 6 *s.* 8 *d.*, and for the 313 days during which the mails are carried, the sum will be for locomotive power alone - - - - - - - - - - | 1,982 | 6 | 8 |
| Add to this, the maintenance of the way, the tear and wear of carriage, and the wages of servants, which cannot be stated at less than 11½ *d.* per mile for each journey, in the 313 days - - - - - - - | 1,147 | 13 | 4 |
| And the cost of special trains each day is ascertained to amount to the yearly sum of - - - - - - | £. 3,130 | – | – |

The sum of 3,130 *l.* per annum the railway company accordingly claim from the Post-office, as the compensation to which they are entitled for carrying the mails at the hours specified in the requisition. Supposing, however, that the umpire should unexpectedly be of opinion that the railway company can claim no more remuneration from the Post-office than they would have been entitled to had it been expedient to run ordinary trains at the Post-office hours, the company should next submit the claim which would thence arise.

In that view the Post-office would have to pay the ordinary passengers' fare for the second-class carriage which they require to be appropriated for their use. It will be observed, that in reply to the queries formerly quoted, no answer is returned to the question asked of the Post-office solicitor, "How much of a second-class carriage will be needed;" and the extent of the accommodation wanted, therefore, rests upon the vague terms of the requisition, that the company "shall appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage." Assuming, however, that the umpire shall by his award limit the Post-office to a single compartment of the carriage, the sum to be paid for this accommodation will be 32*s.* each journey, the number of seats in a compartment being eight, and the fare of each seat being 4*s.*, this makes 64*s.* per day, or 1,001 *l.* 12*s.* for the 313 days.

It is scarcely anticipated that the Post-office would start the objection that the whole compartment might not uniformly have been filled up with passengers, and that they should only pay, therefore, for a proportion corresponding to the gain which the company might have made by the absence of the mails. Such an objection humbly appears to be untenable, where the Post-office not only deprive the company of the opportunity of giving the seats to other passengers, but actually take the use of them. It would be unjust, therefore, on such a ground to limit the company to two-thirds of the passenger fares, amounting to 667 *l.* 11*s.* 8*d.*, in place of giving the full sum of 1,001 *l.* 12*s.* This would be assuming that the average number of passengers on the railway, in proportion to the accommodation, is not greater than the average usually taken for stage-coaches.

But in addition to the mere passenger fares for the extent of accommodation given, the company would require to be remunerated for the additional cost and inconvenience to which the Post-office regulation subjects them.

These regulations not only require them to run trains at specific hours, but to run them at a fixed and unvarying speed of two hours, including stoppages.

The additional cost which a strict attention to the regulation occasions, will be considerable, and the stoppage and inconvenience will best be seen by presenting the umpire with the following statement of the bags received and delivered along the line of railway.

DOWN TRAIN.

| AT | BAGS RECEIVED FOR | BAGS DELIVERED FOR |
|---|---|---|
| Glasgow - - | - - Johnston, Lochwinnoch, Beith, Dalry, Kilwinning, Irvine, Troon, and Ayr. | - - Ayr, Troon, Irvine, Kilwinning, Beith, Lochwinnoch, and Johnston. |
| Paisley - - - | - - Johnston, Lochwinnoch, Beith, Dalry, Kilwinning, Irvine, Troon, and Ayr. | - - Ayr, Irvine, Kilwinning, Dalry, Beith, Lochwinnoch, and Johnston. |
| Johnston - - | - - Beith, Irvine, Ayr, Paisley, and Glasgow. | - - Glasgow, Paisley, Ayr, Irvine, and Beith. |
| Lochwinnoch - | Beith, Paisley, and Glasgow - | Glasgow, Paisley, and Beith. |
| Beith - - - | - - Dalry, Kilwinning, Irvine, Ayr, Lochwinnoch, Johnston, Paisley and Glasgow. | - - Glasgow, Paisley, Johnston, Lochwinnoch, Ayr, Irvine, Kilwinning, and Dalry. |
| Dalry - - - - | - - Irvine, Ayr, Beith, Paisley, and Glasgow. | - - Glasgow, Paisley, Beith, Ayr, and Irvine. |
| Kilwinning - - | - - Irvine, Ayr, Beith, Paisley, and Glasgow. | - - Glasgow, Paisley, Beith, Ayr, and Irvine. |
| Irvine - - - | - - Troon, Ayr, Kilwinning, Dalry, Beith, Johnston, Paisley, and Glasgow. | - - Glasgow, Paisley, Johnston, Beith, Dalry, Kilwinning, Ayr, and Troon. |
| Troon - - - | - - Ayr, Paisley, Irvine, and Glasgow. | - - Glasgow, Paisley, Irvine, and Ayr. |
| Ayr - - - | - - Troon, Irvine, Kilwinning, Dalry, Beith, Johnston, Paisley, and Glasgow. | - - Glasgow, Paisley, Johnston, Beith, Dalry, Kilwinning, Irvine, and Troon. |

From the above statement it will be observed that no fewer than 123 bags are either received or delivered in the course of a single journey; time is thus consumed which must be made up by increased speed, and that again occasions increased expense. Besides this, the railway is thrown open to the different Post-office servants along the line, who come to receive and take delivery of the bags.

The railway company are aware that it is difficult to name a specific sum as compensation for all the loss and inconvenience, but they submit that 500 *l.* is not an unreasonable charge on this account, in addition to the 1,001 *l.* 12 *s.* falling to be allowed for the mere accommodation.

With these observations the railway company leave their case with confidence in the hands of the umpire.

Edinburgh, 16, Castle-street, 15 March 1842. (signed) *S. Miller.*

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Sir, Chatham, 14 March 1842.

THE case submitted to arbitration by his Lordship the Postmaster-general and the Glasgow and Ayr Railway Company, and which, being unable to agree with Mr. Miller, the arbitrator appointed by that company, I have now the honour to detail to you, relates to the price to be paid for the conveyance of the mails between Glasgow and Ayr, in compliance with a notice from the Postmaster-general, dated 26th October 1841, and served upon the railway company under the Act providing for the conveyance of mails by railways.

A copy of this notice and a copy of the Act of Parliament are enclosed; the times of dispatch and arrival ordered by the former are as follows:

| | h. m. | | h. m. |
|---|---|---|---|
| Dispatch from Ayr - - | 11 0 a.m. | Arrival at Glasgow - | 1 0 p.m. |
| — Glasgow - | 4 30 p.m. | — Ayr - - | 6 30 p.m. |

The distance is 40 miles; but as there are several intermediate stoppages, the speed exceeds 20 miles per hour, it is probably about 27.

The accommodation provided is a box or imperial of moderate size, lashed or strapped to the roof of the carriage, having the break; the ordinary guard or breaksman of the train takes charge of the bags, receiving them from and delivering them to a Post-office messenger at each mail station, without any necessity for descending from his seat.

The expense to the company of performing this service must be quite inappreciable; the only addition to the train is the weight of the bags, the guard-seat and box being attached to the break-carriage of every train, and a very trifling remuneration would repay the extra

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duty thrown upon the guard. The company rest their claim for a large remuneration on the fact that the hours of the mail-trains are beyond the control of their directors.

If this argument be admitted as a just reason for a high remuneration, the Postmaster-general could never exercise his privilege of fixing the time of a train without serious expense to the country. It is no hardship to the railway companies to be compelled to consider the convenience of the public, when they can do so without loss to themselves. Every person in every town dependant on a railway for its letters, is interested in the times of the trains being so regulated that the least possible time shall be lost in their dispatch and delivery; and if the hour which suits the Post-office arrangements is also convenient for general traffic, the company cannot be entitled to higher remuneration, because the hour has not been fixed, and cannot be changed by them.

When the service required by the Post-office is, however, so trifling that the remuneration proportioned to it must be very small, it becomes more than usually necessary to consider whether the times named by the Post-office are convenient for general traffic.

With this object, I requested Mr. Johnston, the manager of the line, to extract the receipt of each train for every day in one week, leaving the choice of the week to himself. The following is a copy of this extract:—

RETURN showing the GROSS RECEIPTS from each PASSENGER TRAIN for the Week preceding 29 January 1842.

| 1842: | *Hour.* | | *£.* | *s.* | *d.* | *Hour.* | | *£.* | *s.* | *d.* |
|---|---|---|---|---|---|---|---|---|---|---|
| Monday, January 24th | 7½ a.m. | down | 6 | 15 | 11 | 8 a.m. | up | 13 | 6 | 7 |
| | 10½ a.m. | — | 8 | 11 | – | 11 a.m. | – | | | |
| | 1½ p.m. | — | 10 | – | 5 | 2 p.m. | – | 8 | 7 | 11 |
| | 4½ p.m. | — | | | | 5 p.m. | – | 7 | 9 | 7½ |
| Tuesday, January 25th | 7½ a.m. | — | 7 | 9 | 9 | 8 a.m. | – | 10 | 6 | – |
| | 10½ a.m. | — | 8 | 5 | 2 | 11 a.m. | – | | | |
| | 1½ p.m. | — | 7 | 14 | 8 | 2 p.m. | – | 9 | 6 | 6 |
| | 4½ p.m. | — | | | | 5 p.m. | – | 9 | 15 | 2 |
| Wednesday, January 26th | 7½ a.m. | — | 4 | 3 | 3 | 8 a.m. | – | 12 | 19 | 5 |
| | 10½ a.m. | — | 5 | 17 | 10 | 11 a.m. | – | | | |
| | 1½ p.m. | — | 8 | 7 | 10 | 2 p.m. | – | 5 | 2 | 4 |
| | 4½ p.m. | — | | | | 5 p.m. | – | 6 | 4 | 5½ |
| Thursday, January 27th | 7½ a.m. | — | 6 | 8 | 8 | 8 a.m. | – | 9 | 16 | 4 |
| | 10½ a.m. | — | 7 | 18 | 5 | 11 a.m. | – | | | |
| | 1½ p.m. | — | 7 | 9 | 8 | 2 p.m. | – | 10 | 10 | 7 |
| | 4½ p.m. | — | | | | 5 p.m. | – | 8 | 8 | 2 |
| Friday, January 28th | 7½ a.m. | — | 6 | 6 | 8 | 8 a.m. | – | 9 | 11 | 4 |
| | 10½ a.m. | — | 7 | 6 | 4 | 11 a.m. | – | | | |
| | 1½ p.m. | — | 9 | 2 | 8½ | 2 p.m. | – | 5 | 11 | 4 |
| | 4½ p.m. | — | | | | 5 p.m. | – | 10 | 16 | 1 |
| Saturday, January 29th | 7½ a.m. | — | 3 | 11 | 10 | 8 a.m. | – | 9 | 8 | 7 |
| | 10½ a.m. | — | 7 | 8 | 4 | 11 a.m. | – | | | |
| | 1½ p.m. | — | 10 | 18 | 8 | 2 p.m. | – | 7 | 1 | 1 |
| | 4½ p.m. | — | | | | 5 p.m. | – | 9 | 6 | 7 |

Mr. Miller admits that no inconvenience has yet attended the times fixed for the mail trains; but he considers that now the Glasgow and Edinburgh Railway is opened, the hours of the Glasgow and Ayr should be rearranged, in order to suit the times fixed by the Edinburgh Company.

These lines are not connected; there is a considerable interval between their respective stations in Glasgow; and if it be admitted that a line on which mails are running at hours appointed to suit the dispatches through the kingdom is to have the times of its trains regulated by those of other railways entirely independent of it, every railway company would be able to say that they wish to run trains in connexion with some neighbouring railway, which the times selected by the Post-office prevent them from doing.

In the present instance, the Glasgow and Edinburgh Company find a system of railway communication, containing many more miles of railway than their own line, rather complicated from having several branches, and a part (that from Glasgow to Paisley) the joint property of two companies, in operation at the time of their opening; and if any advantage is to be derived from corresponding arrangements in the time tables, those advantages must be fully as important to the proprietors of the Glasgow and Edinburgh, as to those of the other lines, and should be secured to the whole by the arrangements of the younger company in fixing the times of departure for their trains.

My attention has been called to the probability of some future inconvenience attending the

the hours chosen by the Post-office, but no estimate of probable loss or definite cause for anticipating any has been suggested to me.

It is impossible to consider, in an award of price, a vague fear of future possible inconvenience. If any grounds for expecting such a contingency were brought forward, with the means of estimating the probable loss to the company resulting from it, some idea might be formed of the chance of its occurrence, and of an allowance in the form of an insurance against the chance of loss. But as the matter is laid before me, I cannot but reject it. That the mail trains suit a large proportion of the travellers by the line, is shown by the receipts, and it is not impossible that any alteration made to suit the hours fixed by the Edinburgh and Glasgow Railway Company, or with some future object, at present unforeseen, might so far interfere with the local circumstances which augment the traffic by these trains, as to diminish instead of increase the company's receipts.

I have considered the question as if the times of the mail trains were fixed by the Post-office, without any reference to the company, because I wish to assert as a general principle, that if the hours appointed by the Post-office are suitable to general traffic, as evidenced by the receipts of the mail trains, they should be considered as ordinary trains. But it is right to urge also the circumstances attending this particular case: in the present instance, the times are those originally fixed by the company for ordinary trains; and the mails were placed upon the line in consequence of an offer from the company, which led to a formal agreement to convey four mails per day, two in each direction, for 400 *l.* per annum. This agreement has been terminated by desire of the company; and the Post-office, in issuing a notice ordering the conveyance of the mails, has reduced the number of the trains to two, observing the former hours of departure of two of the trains.

Setting aside then all consideration of inconvenience attending the hours named in the Post-office notice, the price does not require any calculation. The line has been constructed for about 20,000 *l.* per mile, and there are no extraordinary expenses attending its working. I had the honour, on a former occasion, to propose for your approval $\frac{3}{4}$ *d.* per mile as a fair price for conveying the guards and mail-bags, and providing a guard-seat and imperial by the day mail-trains, on the South-Western Railway. I will now propose a similar award, with the addition that the Post-office shall pay 2 *s.* 6 *d.* per day towards the wages of the guard or breaksman, making a total payment of 7 *s.* 6 *d.* per day.

Considering that the guard, guard-seat, and imperial are conveyed by every train, and are not additions made solely for the Post-office, it may seem wrong to propose as high a payment in the present as in the former case; but if the remuneration were to be increased on the Post-office sending their own servant, the company would have an interest in doing the work badly. As now proposed, also, the Post-office save by employing a servant of the company the difference between 2 *s.* 6 *d.* per day and the wages of a guard; and this appears to be a fair result of the arrangement.

I have, however, to suggest that your award should state the alteration to be made in the price, if the Post-office decide on employing a guard of their own; and also the price per mile per compartment of a second-class carriage, in the event of additional accommodation being required; and I beg to submit for your approval, that, in the first case, the price should be diminished by 2 *s.* 6 *d.* per day; in the second, that it shall be 3 *d.* per mile for each one-third part of a second-class carriage required by the Post-office.

And if on consideration it appear to you that any weight should be allowed to the statements of the company with respect to the times of the trains, I must further suggest that a price, uninfluenced by those considerations, should be awarded as the payment from the date of the notice to the present time; it having been admitted that as yet no inconvenience has attended the times appointed. This will give the Postmaster-general the power to avoid the increased expense by changing the times, if the alteration can be made without an inconvenience to the public service of more importance than the awarded difference in expense.

I have, &c.

J. Wilson Patten, Esq. M.P.
&c. &c. &c.

(signed) *H. D. Harness,*
Lieut. Royal Engineers.

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To the *Glasgow, Paisley, Kilmarnock,* and *Ayr* Railway Company.

TAKE notice, that in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the Conveyance of the Mails by Railways," I, the undersigned, William Baron Lowther, Her Majesty's Postmaster-general, do by this writing under my hand, require and direct that the mails and post letter-bags shall, from and after the 28th day of November next, be conveyed and forwarded by you on your railway, either by the ordinary trains of carriages or by special trains, as need may be, from Ayr to Glasgow and from Glasgow to Ayr respectively, once each way in each day of every week (Sundays excepted), at such times and hours, and subject to such regulations and restrictions as to speed of travelling, places, times, and duration of stoppages, and times of arrival, as are mentioned and set forth in the time-bill hereunto annexed, together with the guards appointed and employed by the Postmaster-general in charge thereof, and other officers of the Post-office, as hereinafter mentioned; and I also require you, from and after the said 28th day of November next, to appropriate exclusively the whole or so much as the Postmaster-general shall deem necessary of the inside of a

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second-class railway carriage in the train, which will daily (Sundays excepted) leave the Ayr station at 11h. a.m. for Glasgow; and also in the train which will daily (Sundays excepted) leave the Glasgow station at 4h. 30m. p.m. for Ayr, for depositing therein the mails and post letter-bags, and for conveying the guards in charge thereof, and other officers of the Post-office as hereinafter mentioned (which carriages you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I require and direct you to receive, take up, carry, and convey in such carriages respectively all such mails and post letter-bags as shall for that purpose be tendered to you, or any of your officers, servants, or agents, by any officer of the Post-office, and the guards in charge thereof, and also any other officers of the Post-office the Postmaster-general shall reasonably require, and to deliver and leave such mails or post letter-bags, guards, and officers at such places on the line of your railway as the Postmaster-general shall in that behalf from time to time reasonably order and direct. And I further require you, from and after the said 28th day of November next, at your own costs to provide and furnish sufficient carriages and engines on your railway for the conveyance of the mails and post letter-bags in manner hereinbefore directed, to the satisfaction of the Postmaster-general. And I give you further notice, that in respect of the services aforesaid I shall require you to give security by bond to Her Majesty, Her heirs and successors, conditioned to be void as in the said Act mentioned and provided.

(signed) *Lowther.*

General Post-office, 26 October 1841.

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Ayr and Glasgow Railway Time-bill.

| M. | F. | H. | M. | | H. | M. | |
|---|---|---|---|---|---|---|---|
| | | | | To be dispatched from the railway station, Ayr, at - | 11 | 0 | a.m. |
| 40 | 0 | 2 | 0 | To arrive at the railway station, Glasgow, at - - | 1 | 0 | p.m. |
| | | | | Return. | | | |
| | | | | To be dispatched from the railway station, Glasgow, at | 4 | 30 | p.m. |
| 40 | 0 | 2 | 0 | To arrive at the railway station, Ayr, at - - - | 6 | 30 | p.m. |

(signed) *Lowther.*

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 19 August 1842.

With reference to my letter of the 16th June last, I beg to state that the words, "saving to the revenue," were used erroneously, instead of "saving as respects the railway," as, although 40*l.* less per annum is paid to the railway company, and although no fresh appointment was required, the services of a spare guard being made use of, the higher rate of salary given to the spare guard, who is now constantly on duty, will be about equal to the diminution of expense which will take place on the railway itself.

This arrangement however will be but temporary, the directors of the railway company, in consequence of a fresh notice which it was found necessary to serve upon them, having demanded that the question as to the price to be paid by the Post-office for the carriage of the mails should be again referred to arbitration.

I will not fail to bring the subject again under your Lordship's notice as soon as the arbitrators have made their award.

I have, &c.
(signed) *Lowther.*

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 20 June 1843.

The question as regards the price to be paid by the Post-office for the conveyance of the mails on the Glasgow and Ayr Railway, in consequence of an alteration in the service required from the company, an imperial having been found sufficient for the conveyance of the mail-bags in lieu of the compartment of a carriage formerly used, I have now the honour to submit copy of the award given by Mr. Gibson Craig, M.P., who was chosen umpire by the arbitrators, Lieut. Harness and Mr. Miller, the former acting on the part of the Post-office, and the latter on the part of the company.

By this award it is decided that the Post-office shall pay the sum of 9*s.* per trip, or 18*s.* per day, for the conveyance of the mails once daily in each direction between Glasgow and Ayr.

I enclose

I enclose, in obedience to your Lordships' wishes, copy of the legal notice and time-bills by which the present service on this railway is regulated, together with a tabular statement, giving the information on the various points adverted to generally in your Lordship's letter of the 9th April 1842, and also copies of the statements addressed by the arbitrators to the umpire, in support of their respective views of the case.

I have, &c.
(signed) *Lowther.*

TABULAR STATEMENT, giving the Information required by the Letter from the Treasury, bearing date 9th April 1842, in regard to the Conveyance of the MAILS on the GLASGOW AND AYR RAILWAY.

| Number of Dispatches per Day in each direction, stating whether Sunday be an exception or not. | Length of the Line. | Number of Double Miles per Day to which the Award has reference. | Total Annual Payments due under the Award to the Company. | Ordinary and Maximum Weight of Mail (including Bags), as nearly as it can be given, stated separately as regards each Trip. | Amount of Space set apart in the Railway Carriages for the use of the Post-office. | Number of Guards, or other Post-office Servants, for whom Accommodation is provided at each Trip. | Whether the Guards travel inside or outside the Carriage. |
|---|---|---|---|---|---|---|---|
| One dispatch in each direction every day, except Sunday. | 40 miles. | 40 miles. | £. s. d.<br>281 14 – | *From Glasgow.*<br>*cwt. qr. lbs.*<br>1 1 9<br>*From Ayr.*<br>*cwt. qrs. lbs.*<br>0 0 22 | An imperial on the roof of one of the carriages, and a seat for the guard. | One guard. | Outside. |

STATEMENT in behalf of the *Glasgow, Paisley, Kilmarnock* and *Ayr* Railway Company, in reference to the Remuneration to be paid to them by the Post-office for carrying certain Mail Bags upon their Railway, as submitted to Lord *James Stuart* by *John Miller*, as Arbiter for the Railway Company.

UNDER the authority of "An Act to provide for the Conveyance of the Mail by Railway," the Postmaster-general caused a notice, of date the 31st May 1842, to be served on this railway company, and it is to fix the remuneration to be paid for the service performed under that notice that the noble umpire is now respectfully called upon.

Before entering on the statement falling more particularly under that notice, the arbiter of the railway company finds it necessary, in consequence of intimation from the arbiter of the Post-office, to state shortly the proceedings which took place relative to the conveyance of the mail bags prior to the date thereof.

After the opening of the railway, the railway company entered into a private arrangement with the Post-office for carrying the mail bags; and for a certain period they did, under that arrangement, carry them on the line. In their experience, however, they found the trouble and inconvenience connected with the mail bags to be so great, that they refused to continue the arrangement unless under an advance on the sum then paid. The service performed under that arrangement was the conveying of the mail bags on an imperial on the roof of a railway carriage, and under charge of a railway guard. On this refusal of the railway company to perform the service under the then existing arrangement, the Postmaster-general caused a notice, of date the 26th October 1841, to be served on the Railway company, under the authority of the Act already quoted; by which notice the railway company were called on, not to perform the service previously required, but to "appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class carriage;" and that "for depositing therein the mails and letter-bags, and for conveying the guards in charge thereof, and other officers of the Post-office," the remuneration to be paid for the service required by this notice fell to be adjusted by arbitration, as directed by the Act; and the arbiters who are now before the noble umpire in the present question, were appointed for this purpose. They however could not agree as to the remuneration, and it was left to the decision of Mr. Wilson Patten as umpire. In the statements laid before that gentleman, the arbiter for the Post-office argued at great length the remuneration for the service which had been performed by the railway company; and he also argued the remuneration for the service to be performed under the notice. On the other hand, the arbiter for the railway company, from the terms of the notice, was entirely precluded from arguing any point, except what came regularly before the umpire, under the notice which had been served on the company, the service required by it being so much of a second-class carriage. Mr. Wilson Patten irregularly

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irregularly decided on both points, as brought out by the Post-office arbiter; the one viz. the remuneration for the service which had been performed, on which the argument had been entirely confined to the Post-office side; and the other point, viz. the remuneration for the service which had to be performed under the notice on which both parties had been fully heard. Following this decision, the railway company, at considerable expense, fitted up a compartment of a second-class carriage for the exclusive use of the Post-office, for the conveyance of the mail bags and guards, and accordingly it was for some time so used.

The Postmaster-general, however, for some cause known to those of the Post-office department, had a new notice served on the railway company, of date the 31st May 1842 (the notice now before the noble umpire), by which the arrangement under the previous notice is upset, as to which there had been great trouble and considerable expense on the part of the railway company, and an entirely new service is again required, thereby rendering that trouble and expense of no avail.

In the notice now before the noble umpire, the Postmaster-general requires and directs:

"1st. That so much of the services required of the railway company by a certain notice under my hand, bearing date the 26th day of October 1841 (the notice formerly alluded to), as requires the railway company, from and after the 28th day of November 1841, to appropriate exclusively the whole, or so much as the Postmaster-general shall deem necessary, of the inside of a second-class railway carriage in the train which daily (Sundays excepted) leaves the Ayr station at 11 h. a. m. for Glasgow, and also in the train which daily (Sundays excepted) leaves the Glasgow station at 4 h. 30 m. p. m. for Ayr, for depositing therein the mails and Post-office letter-bags, and for conveying the guards in charge thereof, and other officers of the Post-office, as the Postmaster-general shall require, shall from and after the 5th day of September next cease and determine.

"2d. That in lieu of such inside of a second-class carriage, I hereby require you (the railway company), from and after the said 5th day of September next, at your own costs, to provide and furnish, to the satisfaction of the Postmaster-general, a box or imperial, to be fitted on one of the first-class railway carriages in each of the respective trains which daily (Sundays excepted) leaves the Ayr station at 11 h. a. m. for Glasgow, and the Glasgow station at 4 h. 30 m. p. m. for Ayr, for depositing therein the mails and Post letter-bags, and a seat near such box or imperial, upon the outside of each such railway carriage, for the guard in charge of the mails; which box or imperial you (the railway company) are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require. And I give you (the railway company) further notice, that all the other services mentioned in this said notice of the 26th day of October last will so continue to be required."

The other services required under that notice are:

"1st. That the railway company should forward the Post-office bags at the hours already mentioned, either by the ordinary trains of carriages, or by special trains, as need may be.

"2d. That the trains shall be subject to such regulations and restrictions, as to speed of travelling, places, times, duration of stoppages, and times of arrival, as are mentioned and set forth in the time-bill hereunto annexed.

"3d. That the railway company shall, at their own cost, provide and furnish sufficient carriages and engines for the conveyance of the mails and post letter-bags; and

"4th. That the railway company shall give security by bond to Her Majesty, Her heirs, and successors, conditioned to be void, as in the said Act mentioned and provided."

To comply with this notice the railway company, as already mentioned, have been obliged to abandon the second-class carriage (fitted up at their own expense) required under the previous notice, and to provide imperials for containing the mail bags. These imperials are large, lock-fast boxes, weighing rather more than one cwt. each; they have also provided a seat near to each such box, on a first-class carriage, for the mail guard.

The railway company are conveying the whole of the West Coast mails, including the Irish mail, down from Glasgow and intermediate stations to Ayr; and the whole of the West Coast mails, up from Ayr and intermediate stations to Glasgow, every day (Sundays excepted). The bags down, on an average taken from a return made under the orders from the Post-office, weigh 1 $\frac{3}{4}$ cwt.; and the bags up, from the same return, weigh rather more than $\frac{1}{4}$ cwt.; the average weight of the up and down being, therefore, one cwt. each way, this, with the weight of the imperial, makes the total weight carried for the service of the Post-office rather more than two cwt. each way, and that exclusive of the mail guards.

The railway company have been obliged to grant a bond for 2,000 *l.*, to be forfeited on any of the requirements under the notice not being acted up to.

The length of the railway on which the mail bags are conveyed is 40 miles, and of expensive formation, being about 20,000 *l.* per mile. The return for the outlay to the shareholders has not exceeded 3 $\frac{1}{2}$ per cent.

It is admitted that the hours pointed out by the notice are the same as the hours of two of the present ordinary trains of the railway company, and that they are probably equal in value to any of the other trains of the company. On the other hand, it must be stated that the line has not yet been completed, inasmuch as the line to Kilmarnock has not been opened, and any alteration in the hours of the trains which may be necessary to meet the traffic from this important part of the undertaking, or any other alteration of circumstances,

is prevented from being made by the Postmaster-general's notice, and which notice continues, unless altered by the Postmaster-general only, for the long period of three years. The railway company may certainly change their present hours; but their doing so would render the very heavy expense of special trains necessary for the accommodation of the Post-office, and for which they would receive no further remuneration than what may be named by the noble umpire.

The noble umpire will observe, that for the period of three years, the railway company are thus in a manner prohibited altering the hours of the trains or speed of travelling, and in fact the railway company, in consequence of this notice, cease to have any control of the trains required under it, as to alteration of hours or speed, and they are obliged to run their trains, although it should be found that the trains are very unsuitable for the general traffic.

It is admitted, that the Post-office, being a great public benefit, is entitled to full and certain accommodation; and the Legislature has provided that railway companies should be obliged to afford such accommodation. On the other hand, the Legislature has also provided that the railway companies called on to perform the service of the Post-office, should have full and ample remuneration. The railway itself is a great public undertaking, operating to the benefit of the country to a very great degree. It has been carried through by private individuals at great risk, and it may be here stated that railway companies are not exempted from their proper share of the public burdens of the country. The Post-office therefore can have no claim on them on that ground.

Parliament, in giving the railway company powers to make the railway, provided fully for the benefit to be derived by the public, in as far as certain maximum rates to be charged for both goods and passengers were fixed, but it left the management of the line in the hands of the company, in as far as hours of trains, speed, places of stoppages, &c., are concerned.

In working the line of railway, the railway company have in the meantime made the charge for a first-class passenger 6*s.* for the whole distance, being a much lower rate than is charged on mostly all other lines; they are in hopes, however, that this rate may be increased, and that before the expiry of three years, the term of the Postmaster-general's notice.

Keeping in view what has now been stated, the arbiter submits that the remuneration to be paid by the Post-office for the service performed, should be as follows: 1st. That for the guard, who is conveyed in a first-class carriage, there should be at least allowed the present charge for a first-class passenger, viz. 6*s.* each journey, and that for furnishing the imperial and conveying it with the bags, weighing in all about two cwt., and which are not allowed to be placed the same as ordinary luggage, but must have a particular place appropriated for them, and special provision made for their protection, a similar sum, say for the guard, imperial, and bags, a sum not less than 12*s.* each run from Glasgow to Ayr, or from Ayr to Glasgow.

2d. The sum now named would be paid by private individuals, leaving all power of the trains in the hands of the company, and without having from the company a bond of security for 2,000 *l.*; but the arbiter for the railway company submits that more than that sum is necessary to compensate for the great inconvenience arising from the restrictions and heavy penalty on the railway company, and which they cannot get quit of for a period of three years. The remuneration for this the arbiter of the railway company leaves in the hands of the noble umpire, feeling that it only requires to be mentioned to be seen and fully appreciated. The arbiter for the railway company remarking, that should the decision of the noble umpire be unfavourable for the railway company, they can have no redress for three years, while on the other hand, should it be considered by the Postmaster-general as unfavourable to the Post-office, it can be got rid of by him in a very short period, by giving a fresh notice.

The arbiter for the railway company concludes this statement, and with perfect confidence leaves the entire question in the hands of the noble umpire, fully believing that he will grant ample compensation for the service performed, giving full weight to the inconvenience arising from the restrictions and the very heavy outlay in forming a line of railway, by which the Post-office is able to give to the country such great and important benefits.

Edinburgh, 21 January 1843. (signed) *J. Miller.*

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My Lord, Chatham, 21 January 1843.

Having been unable to agree with Mr. Miller respecting the subject referred to arbitration by Her Majesty's Postmaster-general and the Glasgow and Ayr Railway Company, I have the honour to address to your Lordship, as umpire, the following statement:

Previous to the 28th November 1841, the mails were conveyed by railway between Glasgow and Ayr, under an agreement with the railway company, for 100 *l.* per annum per mail, or, as there were at that time four mail-trains, two in each direction, for 400 *l.* per annum. The accommodation provided may be described as a guard-seat and an imperial on a first-class carriage; and the person who occupied the seat, and took charge of the bags, receiving and delivering them at the several places on the line, was a servant of the company. The railway company declining to continue this agreement, the Postmaster-general issued a notice, dated 26th October 1841, of which a copy is enclosed, and the price for the mail service on this line became the subject of an arbitration.

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By the legal notice, the company was directed to provide for the mails the whole, or so much as the Postmaster-general might deem necessary, of the inside of a second-class carriage, fitted up in such manner as the Postmaster-general might require. But the Post-office did not give directions for any particular part of a carriage to be prepared, and the service consequently remained the same, as to the extent of accommodation provided for the mails by each mail-train, as before the notice was issued, the only change being that two trains were employed for the mails instead of four.

The price was referred to Mr. Miller and myself; and in February last I had the pleasure to meet Mr. Miller upon that subject in Glasgow. He then brought to my notice the following queries, which had been addressed by the agent of the company to the agent of the Post-office at Glasgow, but to which no answer had been received:

"1st. Is the company, during the three years mentioned in the Act, to be bound to run at the hours stated in the bond, unless liberated by the Postmaster-general? In other words, are they to be debarred from shifting the hours of departure of their ordinary trains, according to their experience from time to time of the exigencies of the traffic?

"2d. What number of Post-office guards or officers in charge of the mails are they to provide accommodation for, and how much of a second-class carriage will be needed, and how is it to be fitted up?

"3d. Are the guards of the railway company to be freed from the charge which they have hitherto taken of the bags?"

I then suggested, "With respect to the second query, the award should determine the price for different extent of accommodation; with respect to the 3d, that it show the price, supposing the bags to be in charge of the railway guards, and supposing them to be in charge of a Post-office servant. And with respect to the first query, stated that the times were to be considered unalterable, without a fresh notice, when the price would be re-considered."

Mr. Miller made no objection to these suggestions; and in my subsequent inquiries as to the extent of accommodation, it was described to me as "a guard-seat and an imperial; the guard is a servant of the company, he receives the bags at the stations where they are delivered by the Post-office, and he takes charge of the delivery and receipt of the mail-bags at seven intermediate stations;" no further allusion being made to the wording of the notice.

It became necessary to refer the case to an umpire, and Mr. Wilson Patten having kindly acceded to our request to act in that capacity, statements were sent to him, and he made an award, fixing a price for the service as performed, assigning a difference if a Post-office guard were employed instead of a servant of the company; and awarding also a price per compartment of a carriage, to meet the possibility of increased accommodation being required.

Copies of these statements, and of Mr. Wilson Patten's award, are enclosed.

The price awarded for a compartment of a carriage was of course higher than for a guard-seat and an imperial; and the company, by a letter from their secretary, dated 10th May 1842, demanded to be paid for a compartment of a carriage, grounding their claim on the words of the notice; and on the 30th May they caused the mails to be transferred to a second-class carriage, although they had never received instructions as to the proportion of such carriage required, or how it was to be fitted. These proceedings rendered it necessary for the Postmaster-general to issue a new notice, and that now referred to your Lordship, dated 20th June 1842, is the notice so issued; it describes more precisely the service required, which the Post-office has not wished to vary, as to extent of accommodation, since the first arrangement with the company.

The payment demanded by the company under this notice is 300 *l.* per annum. Considering Mr. Wilson Patten's award to have been improperly evaded, I think it my duty, as an arbitrator in this case, to lay before you the foregoing statement, together with the documents of the last arbitration, and to request you to confirm the former award, which, as the result of a fair arbitration, ought, in equity, to be still in force, the real circumstances remaining unchanged.

I have, &c.

Lord P. J. H. C. Stuart, M.P. &c. &c. &c.

(signed) *H. D. Harness,*
Lieut. Royal Engineers.

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To the Lord *James Stuart.*

My Lord, Edinburgh, 24 January 1843.

I AM of this date favoured with a copy of Mr. Harness's statement to your Lordship, in the question between the railway company and the Post-office, and it is with regret that I find it necessary to make a reply to it. In this statement there is an expression made use of, which I think had better not have been made; but since it has been given to your Lordship, I cannot allow it to pass unnoticed. The expression I refer to is towards the end of the statement, and is in these words: "Considering Mr. Wilson Patten's award to have been improperly evaded, I think," &c.

A copy of my statement to Mr. Wilson Patten was sent to Mr. Harness, the arbiter for the Post-office, and that being the case, I am not a little surprised at some of the statements made by him to your Lordship. It is admitted that the queries quoted by Mr. Harness were,

were, on the 26th November 1841, transmitted by the railway company's agent to the agent for the Post-office, and repeated applications were made for an answer; but, so far from an answer being received, answers after a considerable delay were received, and a copy of these answers was given in my statement to Mr. Wilson Patten, a copy of which was sent to Mr. Harness. The date of the answers is 23d February 1842 (about three months after the queries). The answers to the queries (of which your Lordship has a copy in Mr. Harness's statement) are as follows:

"1st. The railway company is bound to run the mail-trains at the hours fixed by the notice which the Postmaster-general has given, and such hours cannot be altered without the express authority and sanction of his Lordship.

"2d. A guard will be sent with the bags in a second-class carriage."

On quoting these answers in my statement to Mr. Wilson Patten, I proceed thus: "It is thus fixed by the notice and explanatory letter, that at whatever cost or inconvenience, and without regard to their after arrangements or to the exigencies of their traffic, this railway company must run a train from Ayr to Glasgow at 11 o'clock a. m., and a train from Glasgow to Ayr at half-past 4 p. m., both to arrive at their destination within two hours, and that there must be attached to their respective trains a second-class carriage, the whole of which, or such part as the Postmaster-general shall direct, must be appropriated for the mails, post letter-bags, and post-office bags.

"It is for the service thus required by the Post-office that the umpire is now called on to determine the remuneration or compensation payable to the railway company, and he is respectfully requested to keep in mind, that while, by the statute, the Post-office may free themselves from his award at any time by a notice of six months, the railway company are bound for a period of three years."

Then, in my statement, follows my argument for the remuneration for the service, and it is confined entirely to what is pointed out; and your Lordship will readily perceive that I had no alternative.

Mr. Wilson Patten's award proceeded on all the services mentioned by Mr. Harness other than that above quoted, entirely on the showing of the Post-office, the railway company having had no hearing. Mr. Wilson Patten's award was communicated to the railway company on the 1st of April 1842, and I at that time intimated to the railway company that the award, on all other points than for the services in a second-class carriage, was irregular.

On the 4th May the Post-office solicitor sent a bond to be signed by the railway company, in which the precise service required in the notice is again repeated, and the performance of that service is secured under a penalty of 2,000 *l.*

On and after the 19th or 20th of May the Post-office guard accompanied the bags; previous to that date the railway company's guards had attended to them; and on the 29th of May the compartment of a second-class carriage having been properly fitted up in terms of the notice (being as soon after the guard was sent by the Post-office with the bags, as it could be fitted up), the guard and bags were after that date conveyed in it. The inspector of the mails expressed his entire satisfaction with the accommodation, and on several occasions took advantage of it by accompanying the guard on the journey.

On the 31st of May, a day or two after the commencement of the service under the notice, a new notice was served, requiring an entire change, the Post-office thereby taking advantage of the statute (in a manner, I submit, unbecoming a large public establishment such as the Post-office), and relieved themselves from the award of Mr. Wilson Patten, and caused the railway company, after incurring considerable expense and great trouble under the former notice, to plead their cause anew before your Lordship. That notice required the new service to commence on the 5th September then next; but as if even this would confer too great a benefit on the railway company, it was superseded by another of the 20th of June, the one now before your Lordship, and which requires that the new service shall commence on the 21st July then next, not two months after the then existing service had commenced.

Your Lordship will observe, from what I have stated, and the whole statement can be proved in the most satisfactory manner, that the railway company have done nothing but what they were forced to do under the notice and bond, and yet it is said that they have "improperly evaded" Mr. Wilson Patten's award. It will be observed that the bond was not sent until after the award had been given, and that being the case, why was the special service required in the notice again repeated and enforced, if the Post-office did not require such service? I leave your Lordship to draw your own conclusion from the premises.

Mr. Wilson Patten's award for all the services was most inadequate; but still as the award for the service under the notice had been given in a regular manner, the railway company had no alternative but to acquiesce, and were obliged to do so for anything in their power for three years.

I have only one other remark to make to your Lordship, and that is regarding the price which Mr. Harness states as having been demanded by the company. This sum was mentioned with the view of saving further trouble in the business, as to which there had been already much trouble and expense; but it not having been accepted, I humbly submit that it is most irregular to mention it at all, and I can only add that the railway company would not consider themselves remunerated under double that sum. Indeed, the business of the

Appendix, No. 19.

Glasgow and Ayr Railway Mail.

Post-office is such an inconvenience and annoyance, that there is no railway with which I am connected that would not rather want it than have it.

I have to apologize for being again reluctantly obliged to trouble your Lordship in this business, and to express a hope that we will soon be favoured with your Lordship's award.

I have sent a copy of this letter to Mr. Harness.

I have, &c.
(signed) *J. Miller.*

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Gentlemen, London, 5 May 1843.

You have done me the honour to desire I would act as umpire, you having failed as arbiters to come to an agreement in the matter between the Post-office and the Glasgow and Ayr Railway Company.

I have now to state that I have come to the decision, that for the service required as set forth in the notice from the Post-office to the railway company, bearing date the 20th June 1842, a sum of 9*s.* per run or journey, whether from Glasgow to Ayr, or from Ayr to Glasgow, will be a fair and just remuneration to the railway company.

I determine, therefore, that the above sum of 9*s.* for each of the journeys of 40 miles, or 18*s.* per day, shall be paid by the Post-office to the railway company, payment to commence from the day the new service was entered upon under the Post-office notice of 20th June 1842 above referred to.

I have, &c.
(signed) *W. Gibson Craig.*

To Lieutenant Harness, R. E.
J. Miller, Esq. C. E.

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To the *Glasgow, Paisley, Kilmarnock,* and *Ayr* Railway Company.

Take notice, that I, the undersigned William Baron Lowther, Her Majesty's Postmaster-general, in pursuance of the power vested in me by an Act of Parliament passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to provide for the conveyance of the Mails by Railways," do by this writing under my hand give you notice, that so much of the services required of you by a certain notice under my hand, bearing date the 26th day of October 1841, as requires you, from and after the 28th day of November then next, to appropriate exclusively the whole, or so much as the Postmaster-general should deem necessary, of the inside of a second-class railway carriage in the train which daily (Sundays excepted) leaves the Ayr station at 11 h. a. m. for Glasgow, and also in the train which daily (Sundays excepted) leaves the Glasgow station at 4 h. 30 m. p. m. for Ayr, for depositing therein the mails and post letter-bags, and for conveying the guards in charge thereof, and other officers of the Post-office as the Postmaster-general should require, shall, from and after the 21st day of July next, cease and determine. And I give you further notice, that, in lieu of such inside of a second-class carriage, I hereby require you, from and after the said 21st day of July next, at your own costs to provide and furnish, to the satisfaction of the Postmaster-general, a box or imperial, to be fitted upon one of the first-class railway carriages in each of the respective trains which daily (Sundays excepted) leaves the Ayr station at 11 h. a. m. for Glasgow, and the Glasgow station at 4 h. 30 m. p. m. for Ayr, for depositing therein the mails and post letter-bags, and a seat near each such box or imperial, upon the outside of each such railway carriage, for the guard in charge of the mails (which boxes and imperials you are to provide with proper locks and keys, and fit up in such manner as the Postmaster-general shall require). And I give you further notice, that all the other services mentioned in the said notice of the 26th day of October last will continue to be required. And I give you further notice, that a certain notice to you, under my hand, bearing date the 31st day of May last, and purporting to come into operation from and after the 5th day of September next, is hereby repealed and annulled.

General Post-office,
20 June 1842.

(signed) *Lowther.*

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Treasury Minute of 12 July 1842 on Lord *Lowther*'s Letter, dated 16th June 1842.

Write to Postmaster-general, that my Lords desire to be informed in what manner the appointment which he has made of a mail-coach guard will effect the saving to the revenue of 40*l.* a year, as it appears from his letter that it is merely a transfer of charge from the railway to the department.

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## Appendix, No. 20.

## PROPOSED ADDITIONAL ESTABLISHMENT IN THE POST-OFFICE AT PAISLEY.

TO the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 6 July 1841.

I HAVE the honour to submit copies of reports from the Secretary of the Post-office in Scotland, and the surveyor of the southern district of that country, pressing upon my attention the necessity of an additional clerk at the Post-office at Paisley.

The salary of the present clerk at Paisley is 30*l.* a year, a sum quite inadequate to the services of the individual employed, even where one could be procured to take the situation, and I have no hesitation in recommending that the salary may be increased from 30*l.* to 50*l.* a year, and that an additional clerk may be placed upon the establishment at the same rate of pay, viz. 50*l.* per annum.

It is right that I should state to your Lordships, that I have felt it my duty to employ a temporary clerk at the salary I have proposed, and have granted an additional allowance of 20*l.* a year to the present clerk, as a temporary measure, until I receive your decision.

I enclose a form, containing the information which your Lordships require in these cases.

I have, &c.
(signed) *Lichfield.*

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General Post-office, Edinburgh,
Sir, 18 February 1841.

HAVING directed the attention of the surveyors to your circular of the 4th instant, on the subject of stamping all letters arriving at post-towns for delivery with the date of their arrival, as sanctioned by the Lords of the Treasury, and requesting to know at what offices in Scotland additional assistance will be required for carrying the measure into effect, I beg to forward a report from Mr. Reeves, as regards his district, and I am happy to observe that this very desirable system can be effected at every office throughout his district without extra assistance, with the exception of Paisley, and I trust that the additional clerk the surveyor has recommended for that office, at a salary of 50*l.* a year, may be sanctioned by the Postmaster-general.

I shall not fail to transmit Mr. Hall's report the moment it reaches me.

I am, &c.
Lieut.-colonel Maberly, (signed) *Edward S. Lees,*
&c. &c. &c. Secretary.

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Sir, Glasgow, 12 February 1841.

WITH reference to the intended arrangement for stamping all letters arriving at post-towns for delivery with the date of their arrival, I beg to report, that I think the measure can be accomplished by the present strength at every office in my district with the exception of Paisley, where the duty has become so heavy in consequence of the great increase in the number of letters beyond the ratio at which they have increased at any other town, that I beg to submit an additional clerk for that office.

The revenue of Paisley was formerly about 3,000*l.* per annum, whilst that of Greenock was 5,600*l.*, and at Leith 7,300*l.*; and at Greenock there are two clerks, and at Leith three, besides the postmasters, whilst at Paisley there is only one. The present number of letters at Paisley averages 8,000 per week, now equalling those of either of the other offices; the increase therefore has been greatly beyond that at either, and the duty is now not less.

The duty at Paisley, commencing at 5 a. m., is incessant and very laborious; there is already much complaint of the time occupied for preparing letters for delivery, and the additional duty now proposed of stamping each letter would of course considerably increase this delay. The money-order business has become very heavy, and is increasing daily.

Appendix, No. 20.

Proposed additional Establishment in the Post-office at Paisley.

With the present small force, we are obliged to close the office to the public for nearly half an hour after the arrival of each mail, and from a quarter to half an hour previous to the dispatch of each, so that the office may be said to be closed against the public nearly four hours daily. If the Postmaster-general should be pleased to grant an additional clerk, this material inconvenience might be remedied, and the public be attended to during the whole of the hours of business.

I therefore submit another clerk may be allowed to the office at Paisley at a salary of 50 *l.* per annum.

I am, &c.

Sir Edward Lees, &c. &c. &c.

(signed) *Charles F. Reeves.*

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General Post-office, Edinburgh, 17 March 1841.

Sir,

The enclosed report from Mr. Reeves has reference to your communication of the 16th instant, directing me to call upon him to state if there is a second letter-box at Paisley, kept open for the receipt of unpaid and labelled letters, when the window to receive the paid letters is closed, and I fear, from his explanation, that the public suffer much inconvenience owing to the insufficient force of the office, and the consequent necessity of avoiding the sale of stamps. I trust therefore the Postmaster-general may be pleased to fill up at his earliest convenience the vacant clerkship in that office, reported in November last.

I am, &c.

Lieutenant-colonel Maberly, &c. &c. &c.

(signed) *Edward S. Lees,* Secretary.

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STATE OF THE PAISLEY POST-OFFICE, 30 MAY 1841.

| POST TOWN. | Name of the Postmaster, and Date of Appointment. | REVENUE. | Salary and Compensations; distinguishing those (if any) which are paid by the Postmaster. | Salaries of Clerks; distinguishing those (if any) which are paid by the Postmaster. | Wages of Letter-Carriers; distinguishing those (if any) which are paid by the Postmaster. | Wages of Messengers. | Rent of Office, stating whether paid by the Crown, or by the Postmaster. | Cost of Subordinate Receiving Offices, in detail. | Other Expenses paid by the Crown. | Other Expenses paid by the Postmaster. |
|---|---|---|---|---|---|---|---|---|---|---|
| Paisley | Alexander Mac Farlane; April 1840. | Number of letters now average 7,000 per week.<br>Estimated revenue, 2,000 *l.* per annum. | £. 75.<br>No compensation. | Two clerks, at 50 *l.* per annum each, paid by the Crown. | Four letter-carriers, 30 *l.* each, paid by the Crown. | none | Rent 20 *l.*; paid by the postmaster. | £.<br>R. H., Main-street - 6 p'ann.<br>S. O., Johnstone - 20 —<br>S. O., Renfrew - 10 —<br>Lochcomnock - 5 —<br>P. P., Kilbardrom - 5 —<br>P. P., Bridge of Wen 5 —<br>P. P., Houston - 3 —<br>Johnstone delivery - 15 —<br>Lochwinnoch ditto - 10 —<br>Runner, Houston - 26 —<br>Runner, Renfrew - 26 —<br>Runner, Lochwinnoch, 10 — | none | £. s.<br>Poor's Rate, p'ann. 2 –<br>Police - - - 1 –<br>Gas - - - 4 –<br>Fire - - - 3 7<br>Stationery - - 2 –<br>In all - - £. 12 7 |
| Revenue in 1839 - - - | | £. 3,036. | | | | | | | | |
| Increase (if any) since 10th October 1839. | | - - - | nil. | One clerk added, at 50 *l.*<br>Salary of clerk increased from 30 *l.* to 50 *l.* per annum. | nil. | nil. | nil. | £. 1. to salary, Houston - | nil. | nil. |

Appendix. No. 20.

Proposed additional Establishment in the Post-office at Paisley.

Sir, Glasgow, 10 March 1841.

In reply to your letter of the 8th inst., requesting I will state if there is a second letter-box at Paisley kept open for the receipt of unpaid and stamped letters, when the window to receive paid letters is closed:

There is no second letter-box, but the letter-box is open at all times, a notice being put up whenever the time for despatching letters for that mail is elapsed, unless a fee is paid with them.

The duty at this office is now so very heavy, that I fear, until a second clerk is granted, it will be almost impossible for them to attempt the sale of stamps to the public, in fact the number of letters of arrivals and despatches, and the duty generally, fully equal Leith, where three clerks are employed, whilst only one is allowed at Paisley; indeed I should say that, including money orders, the duty at Paisley has more than doubled within the last year.

I take this opportunity to notice, that the resignation of the clerk at Paisley, in consequence of the inadequacy of his salary, has been before the Postmaster-general since November last, but no new clerk has as yet been appointed, and the postmaster is working with the assistance of a person engaged temporarily, and the present very unsatisfactory way in which the business is conducted may be attributed in a great measure to the inadequate strength.

Sir Edward Lees,
&c. &c. &c.

I am, &c.
(signed) *Chas. F. Reeves.*

STATE OF THE PAISLEY POST-OFFICE, 30 MAY 1841.

| Total Cost to the Crown. | Fees or Emoluments received by the Postmaster, not carried to Revenue, stating Amount, and from what Source derived. | Gross Income of Postmaster. | Net Income of Postmaster. | Number of Letters in Four Weeks, as shown (as regards Offices in the United Kingdom) by the four last Monthly Returns. | Probable Number of Newspapers delivered in the Four Weeks immediately preceding the Date of this Return. | Number of Money Orders issued and Number paid in the Four Weeks immediately preceding the Date of this Return. | Number of Letters Registered in the Four Weeks immediately preceding the Date of this Return. | Daily Number of Bags received, and Hours of Arrival. | Daily Number of Bags despatched, and Hours of Despatch. | OBSERVATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|
| £. s. d.<br>436 – – | 25 *l.* per annum.<br>Private boxes. | 100 *l.* per ann. | 67 *l.* 13 *s.* | 27,500 | About 2,000. | 209 issued.<br>168 paid. | Five. | 40 Bags:<br>5. 0 a. m.<br>9. 15 a. m.<br>12. 15 a. m.<br>2. 15 p. m.<br>5. 15 p. m.<br>12. 45 noon.<br>8. 45 p. m.<br>1. 15 p. m.<br>4. 15 p. m.<br>9. 15 p. m.<br>12. 30 midnight.<br>3. 0 p. m.<br>8. 0 p. m. | 30 Bags:<br>11. 40 a. m.<br>1. 15 p. m.<br>4. 15 p. m.<br>9. 15 p. m.<br>12. 30 midnight.<br>5. 0 a. m.<br>12. 15 a. m.<br>2. 15 p. m.<br>5. 15 p. m.<br>7. 45 a. m.<br>2. 45 p. m.<br>7. 0 a. m.<br>3. 0 p. m. | The number of arrivals and despatches are so great and so continuous, that the duty is more laborious here than at any other office in my district. |
| £.<br>Clerk – 50<br>Ditto – 20<br>Houston, 1<br>£. 71 | – – nil. – – | – nil. – | – nil. – | – – – | – No memoranda exist as to the number of newspapers in 1839, but it is not probable there is any increase. | In 1839:<br>Average,<br>47 issued.<br>26 paid. | – – – | – – Three bags added since 1839. | – – Three bags added since 1839. | |

(signed) *Charles F. Reeves.*

20.

TREASURY MINUTE of 23d July 1841, on the foregoing Paper.

WRITE to the Postmaster-general, that my Lords observe a discrepancy between the surveyor's report of the 12th February and the return which accompanies it, as to the number of letters at Paisley, the former stating the weekly average at 8,000, and the latter showing it to be rather less than 7,000.

With a view to the explanation of this discrepancy, request his Lordship to furnish the Board with the four monthly returns of letters delivered from the Paisley office, immediately preceding the 30th May, the date of the present return under consideration, or, if more convenient to the department, with an abstract of the four returns required, stating the number of letters for each of the four weeks separately.

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TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 10 September 1841.

IN obedience to the directions contained in Mr. Trevelyan's letter of the 27th July, I have the honour to transmit to your Lordships a statement, showing the number of letters delivered at Paisley in one week, in each of the four months immediately preceding the 30th May last, accompanied by a report from the surveyor of the district upon the subject, stating that the information before your Lordships was obtained from accounts furnished by the postmaster of Paisley.

I beg to add, that I should immediately have called upon the postmaster to explain having sent erroneous returns to his surveyor, if I had not felt it my duty, on account of other misconduct, and his general irregularity, to dismiss him from the service.

I have, &c.
(signed) *Lichfield.*

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RETURN, showing the Number of LETTERS delivered from the Post-office at *Paisley*, in the Weeks ended

| | |
|---|---|
| 21 February 1841 | 6,464 |
| 21 March | 5,557 |
| 25 April | 6,035 |
| 23 May | 5,861 |
| TOTAL | 23,917 |

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Sir, Helensburgh, 17 August 1841.

WITH reference to your letter, pointing out a discrepancy in my report on the subject of an application from the postmaster of Paisley for increase of salary, in which report I stated the number of letters delivered weekly at 8,000, whilst on the tabular return afterwards furnished to the Treasury the number of letters appeared to be less than 7,000, I can only state, that both statements were made from the returns furnished me by the deputy, but at different periods.

By an average of the number of letters delivered in Paisley during the last four months, which you have transmitted to me, they appear now to amount to about 6,000 only per week.

I am, &c.
(signed) *Chas. F. Reeves.*

Lieutenant colonel Maberly,
&c. &c. &c.

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TREASURY MINUTE of 12th November 1841.

WRITE to the Postmaster-general, and adverting to the inaccuracies in the return relative to the Paisley Post-office, and to the dismissal of the postmaster, state that my Lords are desirous of obtaining a further report as regards the proposed increase of force, as well as the advance in the postmaster's salary (recommended in his Lordship's communication of the 18th September,) to be accompanied by a return of the ordinary description, so soon as the new postmaster shall have had sufficient experience of the duties of his office.

In the meantime, my Lords authorise the temporary employment of two clerks, at salaries of 50 *l.* and 30 *l.* per annum respectively.

With reference to the inaccuracies already adverted to, my Lords desire to draw the attention of the Postmaster-general to the fact, that in the papers now before the Board the average weekly number of letters delivered from the Paisley office, by which the amount of duty and requisite force are chiefly indicated, has been severally reported at about 8,000, 7,000, and 6,000 for the same period of time.

Considering

Considering the great importance of obtaining accurate information in cases of this description, my Lords desire to suggest, for the consideration of the Postmaster-general, whether, with the view of preventing future errors, it would not be better to check the statements of the postmaster by reference to the official returns and other documentary evidence in the Post-office, instead of relying entirely on his correctness, as appears from the report of the surveyor to have been the case in the present instance.

Appendix, No. 20.
Proposed additional Establishment in the Post-office at Paisley.

[*No subsequent correspondence appears to have taken place.*]

## Appendix, No. 21.

### POST-OFFICE COMMUNICATION BETWEEN LONDON AND DUBLIN.

Appendix, No. 21.
Post-office Communication between London and Dublin.

Sir, Admiralty, 9 March 1842.

I am commanded by my Lords Commissioners of the Admiralty to transmit to you, to be laid before the Lords Commissioners of Her Majesty's Treasury, the accompanying copy of a letter from the Secretary of the General Post-office, dated the 4th instant, suggesting an acceleration to the packets between Liverpool and Kingstown, by the adoption of improvements in their machinery.

My Lords are of opinion that by employing direct-engines, instead of the beam-engines now on board these packets, the power could be increased from 300 horses to probably 380 horses or more; and this without increasing the weight materially. The cost of the engines would be about 43 *l.* per horse-power, or 67,000 *l.* in all; and the present engines, which are excellent, might perhaps sell for 40,000 *l.*; and my Lords are desirous of being informed whether the Lords of Her Majesty's Treasury consider that the circumstances of the case would warrant so large an expenditure, no money having been taken for this purpose in the Estimates for 1842-3.

I am, &c.
(signed) *John Barrow.*

Sir George Clerk, Bart.
Treasury.

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Sir, General Post-office, 4 March 1842.

The Postmaster-general having been informed that such improvements have been effected within the last year or two, in the engines of steam-vessels, that, by the adoption of fresh machinery, the time occupied in the passage of the Government steamers between Liverpool and Kingstown might be reduced by nearly two hours; I am commanded to bring under the consideration of the Lords of the Admiralty the immense advantage to Ireland of an earlier arrival of the packets by two hours at Kingstown from Liverpool, as in this case the dispatch of the London correspondence to the interior of Ireland would be always secured, except in those few instances of bad weather when much more than the ordinary time has been consumed in the passage.

The Postmaster-general has further directed me to add that which he thinks it his duty to point out to their Lordships, the very great benefit the whole of Ireland would derive from the additional speed of the packets. He must leave the subject entirely in their hands, as he is of course unable to form an opinion whether the present packets on the station are susceptible of these improvements; or, if capable of receiving them, whether it may be advisable to decide upon their adoption.

I have, &c.
(signed) *W. L. Maberly.*

The Hon. Sidney Herbert, M.P.
&c. &c. &c.

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Treasury Minute, dated 15 March 1842.

Write to the Secretary to the Admiralty, that no money having been taken on this account in the Estimates for the current year, my Lords must reserve the consideration of it to another period.

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Post Communication Between London and Dublin.

The Postmaster-general relative to conveyance of mails on the Crewe and Chester Railway: 10,337/42.

Report of the Select Committee to inquire into the Post-office communication between Great Britain and Ireland: Par. Pro. 373/42.

Memorandum thereon.

Although there can be no doubt that, of the two mail routes from London to Dublin, that through North Wales will become decidedly the best, if the projected railway from Chester to Holyhead, or any considerable portion of it, should be constructed; yet, con-

Appendix, No. 21.

Post-office Communication between London and Dublin.

sidering that the route by Liverpool will maintain its superiority for some years at least, I am desirous of drawing attention to the importance, practicability, and even economy, of an acceleration on that line.

The extent of the acceleration I have in view is one hour only in the time required for the whole distance; but this saving of time, small as it is, would, from peculiar circumstances, lead to results of exceeding importance.

First, as regards the mails from London. There are two despatches per day, viz.: the morning mail at a quarter past nine, due in Dublin the next morning at eight; and the night mail at eight, due in Dublin the next night at seven; the time allowed from London to Dublin being in each case about 23 hours. Letters for the interior of Ireland go on by the mails which leave Dublin at nine p. m. The proposed acceleration would of course enable the Post-office to anticipate each of the arrivals in Dublin, and the despatch to the interior, by one hour.

But it is in regard to the mails to London that the chief advantage of the acceleration will be found. In this direction there are three despatches per day, viz.: one at eight in the morning, *viâ* Holyhead, reaching London at two p. m. the next day, that is, in 30 hours; and one at about five, and another about ten o'clock in the evening, both *viâ* Liverpool, and both mails reaching London by the same conveyance at six in the morning of the day next but one; that is to say, in 37 and 32 hours respectively.

This great delay (on the Liverpool line) arises from the times at which the packets arrive not coinciding with those at which the mail trains depart; an evil which cannot be effectually avoided except by such an acceleration as now recommended.

I propose to have only two despatches from Dublin per day, both *viâ* Liverpool; one at seven in the morning, the other at about six in the evening, reaching London, the one at six in the morning, the other about five in the evening, of the following day. The first despatch, on its reaching Liverpool, to be forwarded by the ordinary night mail train; the other by means to be described hereafter. I also propose that the mails from the interior of Ireland should be made to each Dublin at six in the morning, instead of seven as at present, so as to allow time for the preparation of that part of the correspondence which has to be forwarded to England.

From a comparison of times here named, it would appear as though an additional hour is allowed for the return mails; such, however, is not really the case; owing to the difference of clocks, the actual allowance is about 22½ hours in each direction.

The proposed changes, if effected, would produce the following advantages:—1st. In Dublin the morning delivery of all letters, and the evening delivery of those from England, would be anticipated by an hour; 2nd. Half a day would be saved as regards all letters to England sent from or through Dublin.

If such important results, instead of being attended by a large saving of money, even involved a considerable additional expense, such expense would be justifiable; and the Treasury minute of 5th April last, and the Postmaster-general's letter of the 24th May in reply, show that a sacrifice amounting probably to 3,000 *l.* or 4,000 *l.* a year has been made by the Post-office, in the expectation, not yet realized, of saving 25 minutes only, by sending the night mails *viâ* Birkenhead instead of Liverpool. The acceleration now proposed, however, so far from involving any sacrifice of revenue, affords, as I proceed to show, the means of effecting a very large saving.

3,497/42.
10,337/42.

The cost of the packets employed in this service in the year ending 31st March 1841, the last for which I have any account, was as follows:—

| | £. |
|---|---|
| Holyhead—Admiralty Packets, after deducting passsage money - - | 9,912 |
| Liverpool—Ditto - - ditto, ditto, but including 18,965 *l.* for prime cost and outfit - - - - - - - - - - - - - | 43,389 |
| Liverpool—Contract packets - - - - - - - - - - | 9,708 |
| TOTAL - - - £. | 63,009 |

Looking at the large expenditure in prime cost and outfit, I am inclined to think that, notwithstanding a recent falling off in passage money, the average net expenditure is somewhat less than this amount; say 60,000 *l.* per annum.

Ev. 3156–3168.

The great expense of the Admiralty packets as compared with the contract packets, is explained by Colonel Maberly, in his evidence before the Parliamentary Committee, to result from their leaving Kingstown inconveniently late for passengers to embark, viz. at half-past 10 at night, and from their consequently reaching Liverpool, though in the morning, yet generally after all the day trains for London have left. The hour at Kingstown being fixed so late for the convenience of the Castle, to allow of reply, on an emergency, to despatches received the same evening. This arrangement is said, in the evidence, to have the effect of reducing the number of passengers to about one-fifth of that carried by the contract packets.

The plan now suggested, which, without retarding the arrival of the mail in London, would change the packet time at Kingstown from half-past 10 at night to about half-past 7 the next morning, while it would greatly promote the convenience of the Castle, would also be exceedingly convenient for passengers. It would afford the Admiralty packets a day-passage

day-passage in each direction, falling in well with the night mail trains; and by the increased number of passengers thus obtained, the expense would be greatly relieved.

But the expense of the Holyhead packets might, I submit, be saved altogether. It has already been shown that they would no longer be required for the London correspondence; in short they would be useless, except as regards the Irish correspondence of the western part of North Wales; the eastern part would even get its Irish letters more quickly *viâ* Liverpool, under the proposed arrangement, than it now does *viâ* Holyhead; and the western portion would suffer so little by the change that the Holyhead packets might certainly be discontinued without inconvenience to the public. Indeed, paradoxical as it may appear, it will be found, on a detailed examination of the subject, that North Wales, taken as a whole, would be benefited by the change, especially if the acceleration of its corespondence with London be taken into account.

The discontinuance of the Holyhead packets would not only be an important saving in itself, but, by directing all the traffic into the other line, would still further reduce the expense of the Liverpool packets. Taking into consideration both the causes of economy now pointed out, there appears no reason to doubt that the expense of the Admiralty packets from Liverpool may be brought down to equality, or nearly so, with that of the contract packets, or say to about 15,000*l.* per annum; and if so, the plan would effect a saving in the packet service, of the two lines together, amounting to 35,000*l.* per annum.

Having shown the great importance of the proposed acceleration, I next proceed to consider its practicability; confining attention, in the first instance, to the line served by the Government packets, viz. that which, strickly speaking, is not through Liverpool but Birkenhead.

| | |
|---|---|
| The distance by railway from Euston-square to Birkenhead is - - | 201 miles. |
| By sea from Birkenhead to Kingstown, about - - - - | 120 — |
| TOTAL - - - | 321 miles. |

Taking the time as proposed at 22½ hours, it will be found that, after allowing an hour for the additional distance from the Post-office to Euston-square, and from Kingstown to Dublin, and a margin of an hour and a half for embarking and landing the bags and for irregularity, we have 20 hours left for the actual travelling, under ordinary circumstances, along the above line of 321 miles.

Now, according to the eminent engineers who were examined by the Parliamentary Committee, the distance by railway may be accomplished with perfect safety at the rate of 25 or 26 miles per hour, including stoppages; that is to say, the whole in eight hours; and the same authorities, confirmed by nautical men, speaking, however, of the parallel passage from Holyhead, state that the distance by sea may be accomplished at an average rate equal to about 12 statute miles per hour; thus making the time from Liverpool to Kingstown 10 hours, and requiring for the whole distance only 18 hours instead of 20. It seems to follow, then, that the lower degree of acceleration which I propose must not only be practicable, but easy.

Ev. 3314–3681.
Ev. 3317. 3659.
Ev. 1808. 2901–3.

Without offering an opinion as to which are the best means of effecting the required acceleration, I proceed to submit for consideration such means as have occurred to me.

First, as regards the railway: The journey from Euston-square to Birkenhead is now accomplished by the night-mail in 9 hours and 22 minutes.

In a former Minute it was shown, that if this mail were accelerated to an equality with that which follows it as far as Rugby, a quarter of an hour would be saved between London and Birmingham; and observing that 43 minutes are now allowed for a distance of 14⅜ miles (without stop) between Chester and Birkenhead, I presume that 10 minutes may be saved there; thus reducing the whole time to 8 hours and 57 minutes. With reference to the first saving, the Postmaster-general is apprehensive that the company, if called upon to realize it, would object on the ground of danger; but in reply to this objection, I beg to call attention to the evidence of the engineers already noticed, to the effect that a much greater speed is perfectly consistent with safety.

3,497/42.

10,337/42.

If, however, these savings of time should prove either impracticable or insufficient, then I would suggest the employment of a special train between London and Birmingham; for by this means, as Mr. Stow has shown, 26 minutes may be saved in the stoppages alone, to which a considerable addition may certainly be made for increased speed. The present night mail between London and Birmingham costs about 10,000*l.* per annum; a special train would probably not exceed 15,000*l.* The additional 5,000*l.*, though considerable in itself, is inconsiderable when compared with the saving attainable by the whole plan; besides, this mail if thus accelerated, might, I think, be made to fall in with the Birmingham and Derby mail, thus superseding the direct London and Derby mail, and saving thereby about 2,600*l.* per annum; and, as shown by my Report of August 29th, it would facilitate the communication between Birmingham and Gloucester.

1,123/41.

Next, as regards the acceleration of the packets, omitting the very long passages (caused frequently by insufficient water for crossing the bar of the Mersey, and which, being exceptional cases, are not provided for by the existing arrangements), the average passage between Birkenhead and Kingstown is about 11½ hours.

As respects the means of reducing this average, I can only suggest the adoption of the most recent improvements in marine engines, which I am assured are so important as fully to account for the difference between the actual working of the packets and the estimates

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Post-office Communication between London and Dublin.

estimates of the authorities already adverted to. And be it observed, that improvements which increase the speed of the packets, increase even in a greater ratio the certainty of their operations, and thus reduce the required margin for irregularity, and render the whole scheme more manageable. No pains, therefore, should be spared in effecting this object.

The packets should be rendered as swift as the introduction of the highest improvements will make them, for it is probable that almost any expense incurred for this purpose will prove to be good economy. It is not unlikely, I think, that the acceleration may be carried so far as to make it practicable again to dispatch the packets from Liverpool instead of Birkenhead; and if so, this alone would effect a saving probably of 3,000 *l.* or 4,000 *l.* a year.

But although the greatest possible acceleration of the packets is desirable, a trifling acceleration is all that is necesary to secure the main object in view; half an hour even will suffice, though the time on the railway should not be reduced below nine hours.

I would also suggest for consideration whether the interval required in Dublin for the preparation of the mails, before the dispatch of the packet and after its arrival, may not be abridged by doing part of the sorting on board the packet; if so, this would of course facilitate the other arrangements.

Convinced of the great importance of the whole plan herein suggested, whether considered with reference to public convenience or to economy, I beg earnestly to recommend that the means of acceleration as regards the railway, as well as the packets, may be carefully investigated; and I cannot doubt that it will be found practicable to effect that in 20 hours, which the authorities on the subject assure us may be done in 18 hours.

It may perhaps be thought that the proposed margin of an hour and a half is insufficient for the return packets, the gentlemen of the Post-office having stated in their evidence that three hours are now considered necessary; but I beg to say, that owing, I presume, to the prevailing winds being from the west, the return passage is on the average quicker than the other; consequently, that the margin would really be somewhat more than an hour and a half; also, to repeat that the proposed acceleration of the packets will, in a still greater proportion, diminish their irregularity; and to add, that in those cases in which the packets may arrive in the Mersey too late for the mails to be forwarded in the usual manner, such mails will still reach London as early, or nearly as early, as they now do, though by the next despatch.

I have hitherto confined my attention to the night mails and the Admiralty packets. The day mails still pass through Liverpool, and are carried by the contract packets; there would, therefore, be greater difficulty in accelerating them; but, on the other hand, their acceleration is comparatively unimportant. The contract packets might still make Liverpool their station, and keep their present hours without any serious inconvenience.

The up-day mail, so far at least as the Irish correspondence is concerned, would leave Liverpool at a later hour than it now does, say eight, or a quarter past eight, in the morning; at which latter hour there is already a mail train as far as Birmingham. This train falls in at Birmingham with an ordinary train, which reaches London at 6 h. 30 m. P.M. The former train might, I presume, be dispatched a little earlier, and the latter somewhat accelerated, so as to be made to serve the present purpose. The additional expense, therefore, would be inconsiderable; and if the projected Newcastle day mail should be established in the manner suggested in the Treasury Minute of October 1841, such additional expense would be confined to carrying the bags by an ordinary train from Birmingham to Rugby. But if, as suggested in the same Treasury Minute, the day mail *viâ* Birmingham should be altogether delayed so as to reach London in the evening (an arrangement which would not only fall in with the plan now proposed, but would be exceedingly convenient to Edinburgh, Liverpool, Manchester, Birmingham, and other important towns on the line), not only would no additional expense be incurred on account of the Irish letters, but a saving of several thousands a year would be effected (by avoiding the necessity for special trains), in addition to the other savings already enumerated.

In fine, looking at the plan as a whole, it appears to afford the means, if ably and zealously carried out, of effecting a most important improvement in the communication with Ireland; and at the same time of realizing a saving to the revenue, which cannot, I think, be estimated at less than 30,000 *l.* per annum.

I have not touched on the question of the Milford packets, understanding that it has already been thoroughly investigated in the Treasury; but I would remark that the plan now proposed would make the Dublin and Liverpool line the most speedy channel of communication with the south of Ireland, not only for London, but for the west of England, and even for a considerable part of South Wales, if the time be reckoned, as it of course must be, from the hours at which letters are usually posted.

13 September 1842. (signed) *Rowland Hill.*

Copy of this Memorandum was transmitted to the Postmaster-general on the 18th October 1842, for his careful consideration and report; the subject is still under the consideration of the Postmaster-general.

Sir, Admiralty, 5 May 1843. Appendix, No. 21.

Post-office Communication between London and Dublin.

It having been found that the hour at which Her Majesty's steam packets are at present dispatched from Kingstown to Liverpool is very inconvenient to the public, the packets seldom reaching Liverpool until too late for the last train to London, and the number of passengers who avail themselves of that mode of communication is consequently extremely limited, and the receipts proportionately small; I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of Her Majesty's Treasury, that the attention of my Lords having been directed to this subject, they have ascertained from the Postmaster-general that no inconvenience would result to that department if the hour of departure from Kingstown were changed from half-past 10 to half-past nine; and my Lords therefore recommend that, after sufficient notice, the Liverpool packets should be dispatched from Kingstown at the latter hour; and I am to request you will move their Lordships to favour this Board with their authority to take the necessary steps.

I am, &c.

Sir George Clerk, Bart. &c. &c. &c. Treasury. (signed) *John Barrow.*

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Treasury Minute, dated 9 May 1843.

Write to the Secretary to the Admiralty, that as my Lords understand that the Postmaster-general does not object to the proposed change, they are pleased to approve of the alteration.

Acquaint Postmaster-general.

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## Appendix, No. 22.

### MR. ROLFES' OFFER TO CONVEY THE CHANNEL ISLAND MAILS.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 21 June 1842. Appendix, No. 22.

Mr. Rolfes' Offer to convey the Channel Island Mails.

I have the honour to forward copies of two communications received from Mr. W. G. Rolfes, of Jersey, offering, on the part of certain individuals resident in Jersey and Guernsey, to convey the mails between Southampton, the Channel Islands, and the coast of France, and to state that, although I have considered it my duty to transmit this offer for your Lordships' consideration, I beg to refer to the former correspondence which has taken place respecting the communication between this country and the Channel Islands, and particularly to the Report of the Commissioners appointed to inquire as to the best Port for the service; and I beg to remind your Lordships of what my predecessor has already stated in regard to the importance to Jersey and Guernsey of a prompt communication with the west of England for their foreign correspondence, which would not be afforded by the proposed route of Southampton.

Parliamentary Paper, No. 216 of 1841.

I have, &c.

(signed) *Lowther.*

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(12526/42.)

Sir, Jersey, 3 June 1842.

As I am not aware of the precise form with which I ought to address his Lordship the Postmaster-general, I hope you will excuse any error I may have committed, and beg to hand you the enclosed, requesting your personal consideration of the subject. I might add, that the company intend to engage two proper vessels until those to build are finished, and consequently will be shortly ready to undertake the contract, should it appear advisable to the Postmaster-general to enter into it with them.

I am, &c.

To Lieut.-colonel Maberly, Secretary, &c. &c. Post-office, London. (signed) *W. G. Rolfes*, Jun.

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Mr. Rolfes' Offer to convey the Channel Island Mails.

TO the Right Honourable the Lord *Lowther*, Her Majesty's Postmaster-General.

My Lord, Jersey, 3 June 1842.

SOME of the most influential of the gentlemen resident in this Island and Guernsey, having determined upon establishing a steam-packet company, with vessels capable of making the passage from Southampton to this port in an average of 12 hours, are desirous of learning the views of your Lordship and Her Majesty's Government upon the subject of conveying the regular mails from that port to the Channel Islands, and thence to St. Malo or Granville three days in each week, thereby doing away with the Weymouth station, and an enormous expense to the revenue.

The mails now made up in London on Tuesdays and Fridays are (if favoured with a good passage) delivered here about 12 or 1 p.m. on Thursdays and Sundays, and, consequently, are never less than 40 hours in the transit, and at an annual cost of nearly 40,000 *l.* The same remark applies to only one of the mails made up here for London, that of Monday, which is generally delivered on Wednesday; the mail made up on the Friday is never delivered in London until the Monday following, from 8 to 10 a.m., an average of 60 hours; whereas letters forwarded *viâ* Southampton, can be delivered in London under an average of 16 hours.

It is now proposed by the parties for whom I address your Lordship, and by myself, as one of them, to provide two or more new vessels of from 550 to 600 tons burthen, and of 160 horses power, for the conveyance of the mail, passengers, and cargo, between Southampton and the Channel Islands, thrice thence, twice per week to St. Malo and Granville, and providing a separate cabin or office on board for the officer in charge of the mail.

That the mail be made up in London three days in each week; say Monday, Wednesday, and Friday, at 5 p.m., and forwarded per six o'clock railway train to Southampton; immediately upon arrival, say 9 p.m., the vessel to sail. The mail would consequently be delivered in Jersey or Guernsey 24 to 30 hours earlier than at present, and the necessity of opening the Post-office, either here or at Guernsey, during Divine service on Sunday be obviated. The mails from the Islands to be made up on the alternate days, so that an answer to a letter may be obtained in London in the same time which is now consumed by the carriage here.

The engines and machinery of the vessel to be under the immediate inspection of Mr. William Aldam, the resident engineer of Her Majesty's packets here, and who is appointed by Captain Stevens, of Weymouth. That the effect of such an arrangement being entered into must be beneficial to the welfare of these Islands, and the United Kingdom generally, I have no need to point out to your Lordship; but I have to call your Lordship's attention to the effects it would have upon the expenditure of the department under your Lordship's care.

The company propose to contract with your Lordship for the carriage of the mails, as I have above stated, for a term of years, for the sum of 3,000 *l.* per annum, thus effecting a saving of about 35,000 *l.* yearly, and leaving the present three vessels at Her Majesty's disposal. The company's vessels to be properly armed, and in case of war to be placed under command of Her Majesty's officers; the arrangements to be extended to a daily carriage, if found necessary.

It is not at the present moment necessary for me to forward your Lordship a memorial signed almost universally by the mercantile interest, nor will I trouble your Lordship with any further remarks upon the subject, further than requesting for it your Lordship's serious consideration, and to impress upon your Lordship the benefit which, as I have before stated, such an arrangement will confer upon, not only the revenue of the Post-office, but upon every class of Her Majesty's subjects interested in the affairs of the Channel Islands.

I have, &c.

(signed) *W. G. Rolfes*, Jun.

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MEMORANDUM on No. 12,526/42, being a Report from the Postmaster-general to the Treasury, enclosing an Offer from Mr. *Rolfes*, for conveyance of Mails between Southampton and the Channel Islands, and the Coast of France.

THE Postmaster-general transmits a proposal from Mr. W. G. Rolfes, offering, on behalf of certain parties in Jersey and Guernsey, to convey the mails between this country, the Channel Islands and the coast of France; making Southampton, however, instead of Weymouth, the port of departure.

For this service, the parties offer to provide vessels of from 550 to 600 tons burthen and of 160 horses power, to run thrice a week in each direction, between Southampton and the Channel Islands (leaving the former place at 9 p.m.), and twice a week between the Channel Islands and St. Malo and Granville, and to contract for a term of years, at the rate of 3,000 *l.* per annum. This arrangement, they say, would enable the Government to effect a saving of 35,000 *l.* per annum, and to anticipate the delivery of the London mail in the Channel Islands by from 24 to 30 hours.

The Postmaster-general states, that although he has considered it his duty to transmit this offer for the consideration of the Treasury, he refers to the former correspondence respecting communication between this country and the Channel Islands, and particularly to

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to the Report of the Commission on that subject, and adds, "I beg to remind your Lordships of what my predecessor has already stated in regard to the importance to Jersey and Guernsey of a prompt communication with the west of England for their foreign correspondence, which would not be afforded by the proposed route of communication."

These papers having been referred to me, I beg to submit the following observations:—

With respect to the offer itself, as well as the considerations urged against its acceptance,—

First, with regard to the advantages to be expected from the acceptance of the offer: the net cost of the Weymouth packets (running twice a week) was in the year 1840-41 7,008*l.*, which, with the estimated expense of the third packet, about to be started, would be about 9,000*l.* per annum. And though some allowance must be made for special expenses in the above-named year, yet as it is intended hereafter to employ larger vessels, that sum is probably not far from the future annual amount. The plan, therefore, may be expected to produce a money saving of about 6,000*l.* per annum.

The saving in time, as regards the mails from London, would also be very considerable; although the mail from London reaches Weymouth about eight in the morning, the packet does not start till nine in the evening (the hour at which it is proposed to leave Southampton). The delay results, I believe, from the danger of approaching the Channel Islands except by day. It follows, then, that at present between the departure of the mail from London and the sailing of the packet, there is an interval of 25 hours; whereas if Southampton were the port, and the packet could be dispatched, as proposed, immediately on the arrival of the mail, the interval would be only four hours, which, after allowing for the greater length of the passage from Southampton, (viz. by 32 miles) gives an advantage of 17 or 18 hours in favour of the route by that port.

But in order that the packet may leave Southampton at 9 p.m. it would be necessary to dispatch the mail from London (as proposed by Mr. Rolfes) at six. There are great, though perhaps not insuperable, objections to the exceptional character of this arrangement. I would therefore suggest that the dispatch of the packet should, if practicable, take place at midnight, which the Commissioners recommend as regards Weymouth; the bags might then reach Southampton by the ordinary night mail. They might, of course, be sent by the day mail, which reaches Southampton by 2 p.m., but as this hour would be much too early for the dispatch of the packet, the arrangement would not realise the whole saving of time, though even then the saving would be very great.

Seeing then, that the adoption of Southampton as the packet station would effect a large saving of expense, and as far as the mail from London is concerned, a large saving of time, it becomes important carefully to examine the weight of the objections to the change.

The Report of the Commissioners to which the Postmaster-general has referred, states "that the port of Southampton is eligible for the reception of the packets, and will be more so at a future period." The Report also recognises the superior capability of Southampton over Weymouth, in respect of rapid communication between London and the Channel Islands; but having regard apparently to the wishes of the islanders, to the absence of all impediments in the direct passage from Weymouth (whereas the course from Southampton in doubtful or unfavourable weather would be somewhat circuitous), and to the importance, as regards the foreign correspondence, of quick communication with Falmouth, the Commissioners on the whole give the preference to Weymouth. It is necessary to add, however, that in coming to this decision they estimate the advantage of Southampton, in respect of time, at only two and a half hours, having calculated on saving 15 hours by the establishment of a day mail, a plan subsequently rejected on account of the expense. Whether the Commissioners would have preferred Weymouth if they could have foreseen that the delay in the progress of the London mails, instead of being reduced to two and a half hours, as they anticipated, would continue to be 17 or 18 hours, may certainly be doubted. I submit, therefore, that the preference of the Commissioners, given on the assumption of such reduction, cannot, of itself, influence the present question.

Still it will be necessary to examine the other considerations weighing in favour of Weymouth. The preference of the islanders probably arose out of the same considerations as influenced the Commissioners themselves, and, if so, stands or falls with theirs. The absence of impediments to a direct passage merely affects the question of time, and indeed it appears to have been so considered by the Commissioners. The remaining consideration, viz. the communication with Falmouth, and its effect in expediting the foreign correspondence of the Channel Islands, is therefore the only material point, and is indeed that to which the attention of the Treasury is more particularly called by the Postmaster-general.

The extent of this advantage I therefore proceed to examine:

It is obvious, in the first place, that so much of the foreign correspondence of the Channel Islands as passes through London cannot participate in this advantage, but that it would participate in the advantage which would result from the transfer of the packets to Southampton, and, as will hereafter appear, this portion of the correspondence is far the more important.

To revert to that portion of the foreign correspondence which passes through Falmouth: even here the advantage of having Weymouth as the packet station is limited to one-half of the letters, viz. those coming from Falmouth; for, owing to the peculiar arrangement of mail-coaches, letters going to Falmouth from the Channel Islands would reach their desti-

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nation by the same coach, and at the same time, whether landed at Southampton or at Weymouth, the only difference being, that the bags would be taken up at midnight at Southampton, instead of lying all night at Dorchester.

It appears, then, that the superiority of Weymouth over Southampton is confined to the inward portion of the foreign correspondence, *viâ* Falmouth. But even as regards this portion, the superiority of Weymouth is altogether contingent on the day and hour at which the foreign packets reach Falmouth. The mails from Falmouth to Exeter start twice per day, viz. about five in the morning and seven in the evening, and letters will reach Weymouth by packet time the following day if dispatched by either of these mails; but in order that they may reach Southampton equally early, they must be dispatched by the first of the two, and go *viâ* London. It consequently follows that as regards each packet to the Channel Islands there is an interval of 14 hours, during which letters landed at Falmouth would be in time for a packet from Weymouth, though too late for a packet from Southampton; and this occurring thrice a week, calculation will show that the chances are, that three packets will land letters at Falmouth, at times when the rival ports offer equal advantages, to one that will land letters at times when Weymouth has the superiority; and when it is considered that the number of packets coming into Falmouth is only nine per month, it appears evident that it will only happen about twice a month that any foreign correspondence is accelerated by retaining Weymouth as the port of communication with the Channel Islands.

And for the sake of so trifling an advantage, not only is the foreign correspondence through London, Dovor, and Liverpool, in short through all the packet stations except Falmouth, exposed to the chances of delay, but the evil extends to the much more important correspondence from the whole United Kingdom (except three or four counties); the delay occurring, not twice, but twelve times per month, in addition to which, if Mr. Rolfes' offer be rejected, there will be a sacrifice of 6,000*l.* per annum.

To recur to the foreign correspondence, upon the importance of facilitating which so much stress has been laid, I beg to request attention to the superior number and importance (as shown by the following Table) of the mails which will be accelerated, as compared with those which will be retarded by the tranfer of the packets to Southampton.

| MAILS ACCELERATED. | | | MAILS RETARDED. | | |
|---|---|---|---|---|---|
| MAILS FROM | Port of Arrival. | Nos. of Arrivals per Month. | MAILS FROM | Port of Arrival. | Nos. of Arrivals per Month. |
| Holland - - - | London - | 8 | Spain and Portugal - | Falmouth | 4 |
| Hamburgh and the North of Europe. | London - | 8 | Brazils and other parts of South America. | ditto - | 1 |
| Belgium - - - | Dovor - | 16 | | | |
| East India and the Mediterranean, by closed mail. | Dovor - | 1 | East India and Mediterranean. | ditto - | 1 |
| | | | Mediterranean alone | ditto - | 1 |
| United States and British North America. | Liverpool | 2 | West Indies - - | ditto - | 2 |
| TOTALS - - - | - - - | 35 | - - - - | - - - | 9 |

The mails are arranged with a view of facilitating a comparison: against the East India mails on one side, stand the East India mails on the other, but with this importat difference, viz. that the mails which will be accelerated are those which reach England by the shorter though more expensive route, nearly triple postage being paid for the very purpose of hastening their progress. Against the mails from the West Indies stand the still more important mails from the United States and British North America. In short, an examination of the Table must, I think, remove all doubts as to the great preponderance of advantage in favour of transferring the packets to Southampton, even with reference to the foreign mails alone, and the necessity for submitting to any delay, however small the inconvenience, in the foreign correspondence, *viâ* Falmouth, will cease on the completion of the railway from Bristol to Exeter, or may be avoided at once by an occasional express from Exeter to Southampton, at an expense certainly of not more than 300*l.* a year.

Before closing this Report, I beg to suggest, that should any doubts arise as to the soundness of the views herein developed, it would not be difficult to subject them to a satisfactory test by keeping accounts for a time of the number of letters belonging to each class. But if the views are sound, and I have most carefully examined every part of the subject, the following conclusions must be considered as established:

1st. That the transfer of the packets to Southampton will not delay the correspondence from the Channel Islands either to this country or to foreign parts.

2d. That

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2d. That such transfer will greatly facilitate the correspondence to the Islands from nearly the whole of the United Kingdom.

3d. That it will on the whole facilitate the correspondence to the Islands, even from foreign parts; and, lastly, that it will effect a saving of about 6,000 *l.* per annum.

I therefore cannot hesitate in recommending that the attention of the Posmaster-general be again called to the subject, and that his Lordship be requested to reconsider his report; I would at the same time suggest, with reference to the offer of Mr. Rolfes, that it requires to be made more definite on certain points; also, that as there are steam-packets three times a week already established between Southampton and the Channel Islands, it would be expedient to communicate with the owners, if not to advertise generally for tenders, before making a final decision.

15 August 1842. (signed) *Rowland Hill.*

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Treasury Minute of 4 November 1842, on the foregoing Paper.

Read letter from the Postmaster-general, dated 21 June 1842, &c.

My Lords also advert to the former correspondence which has taken place upon this subject, and to the Report of the Commissioners, to which the Postmaster-general refers.

Supposing that the arrangement suggested by Mr. Rolfes were to be adopted, two advantages would clearly result from it. First, a saving to the amount of not less than 6,000 *l.* per annum in the expense of the Channel Island packets; and, secondly, the employment of a larger class of steamers in the service, an object to which the Commission of Inquiry in 1841 attached very considerable importance. There would also be a considerable saving of time in the conveyance of the mail from London by Guernsey and Jersey, by adopting Southampton as the point of departure instead of Weymouth.

My Lords are aware that the Commission in 1841 reported in favour of Weymouth as the port of departure for these packets, but my Lords find that some of the objections stated by the Commission of 1841, as attaching to the port of Southampton, have been removed by subsequent events, and the most valid of the reasons then urged for retaining Weymouth as the packet station, is the consideration of its superior facility of communication with Falmouth, and, consequently, the greater expedition of the foreign correspondence of the Channel Islands carried on through that port. This advantage, however, when accurately examined, appears to my Lords to be of a limited description, and applying mainly to the inward foreign correspondence, and only to that in cases in which the foreign packets reach Falmouth at particular hours.

Under these circumstances, therefore, my Lords deem it advisable that further consideration should be given to the subject involved in the offer of Mr. Rolfes, and would therefore recommend to the consideration of the Postmaster-general the obtaining more definite information from that gentleman as to the details of his plan, and that inquiry should also be made as to the fitness of the steam-packets which now ply between Southampton and the Channel Islands for this purpose, and as to the terms on which they would undertake to convey the mails, if it should ultimately be determined to resort to that line of communication.

Write to the Postmaster-general in terms of this minute.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post Office, 31 December 1842.

With reference to Sir George Clerk's letter of the 8th ultimo, relative to the offer of Mr. Rolfes to contract for the conveyance of the mails for the Channel Islands by steam-vessels to and from Southampton, and the abandonment of Weymouth as the packet station and the port of communication with those islands, I have the honour to inform your Lordships that, in compliance with your directions, I addressed communications to the Lords of the Admiralty and to the postmaster of Southampton, with the view of ascertaining how far the steam-packets now plying between Southampton and the Channel Islands were suitable for the performance of the service, and the terms upon which their proprietors would undertake to convey the mails, either according to the present practice, or according to the plan proposed by Mr. Rolfes. I also wrote to the latter gentleman, requesting to be furnished with explanations as to the details of his plan; and I now beg to enclose, for your Lordships' information, copies of the replies which I have received to my several communications, together with copy of a letter addressed to me (in consequence of inquiries instituted by the postmaster of Southampton) by Mr. W. J. Le Feuvre, secretary to the South of England Steam Navigation Company, stating the terms upon which that company is willing to contract for the service in the event of the proposed alteration in the packet station taking place.

In laying before your Lordships these documents, which will perhaps enable you to decide upon the course to be pursued in this matter, I have only to observe, that so far as this

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Mr. Rolfes' Offer to convey the Channel Island Mails.

this department is concerned, with regard to the circulation of the general correspondence with the Channel Islands, I still feel inclined to give the preference to Weymouth; but should your Lordships deem it expedient, on the ground of a reduction of expense, to adopt Southampton as the port of communication with those islands, it is right that I should point out, that as any private company undertaking the service for a moderate sum would, in all probability, after performing it for a short time, demand higher terms, or give notice to abandon the contract, I would suggest, as a means of obviating this, that in the event of a contract being entered into, it ought not to be for a less term than three years.

It should not, perhaps, be forgotten, in considering this subject, that the inhabitants of the Channel Islands already enjoy the benefit of sending and receiving letters at the same rate of postage in ship-letter mails by the Southampton steamers, in addition to the regular packet communication *viâ* Weymouth.

I have, &c.
(signed) *Lowther.*

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Southampton Post-office,
Sir, 24 November 1842.

I BEG to inform you that there are two steam-packet companies connected with this town whose vessels run between this port and the Channel Islands, viz.: "The South Western Steam Packet Company," and "The South of England Steam Navigation Company." The former company, viz. The South Western Company, are formed principally by the shareholders of the South Western Railway Company, and Mr. Chaplin the well-known coach proprietor and mail-coach contractor is the principal director. This company runs two vessels between this port and the Channel Islands: the Transit of 267 tons burthen and 80-horse power, and the Lady de Saumarez of 264 tons burthen and 80-horse power. These vessels run three times a week in the summer, or about eight months in the year, and once a week during the winter, or about four months in the year. I have privately communicated with Mr. Drew, a resident director, and he states they (the South Western Company) would undertake to convey the mails twice a week on the present principle for the sum of 2,000 *l.* per annum, and they would engage to perform the Post-office duties as enumerated by Mr. Rolfes for 2,800 *l.* per annum, viz. thrice in the week to and from the Islands, and twice a week to St. Malo or Granville, or once a week to each.

The South of England Steam Navigation Company has one vessel which runs between this port and the Channel Islands, twice a week during the summer, and once a week during the winter, viz. the Atalanta, of about 400 tons burthen, and 120-horse power. On receipt of your communication I made immediate application to Mr. Le Feuvre, the agent for the company, who informed me that his directors met on Tuesday, and that he would send me a statement of terms on what the South of England Steam Packet Company would undertake to convey the mails, &c. &c., on Wednesday. Up to this period, 10 p.m., however, I have received no answer. I presume from this that the company does not consider itself competent to undertake those extensive duties which Mr. Rolfes proposes to perform, having only one vessel on the station. I have therefore considered it my duty not to delay sending this communication to you, and will in the event of my receiving the terms of the South of England Steam Navigation Company, forward them to you immediately.

I beg to inform you that the average time in performing the voyage between Southampton and Guernsey, by the vessels of both companies, is not more than 12 hours. I have instituted inquiries relative to the fitness of any of the vessels mentioned for the conveyance of the mails, and I am perfectly satisfied that they are fully equal to the service.

I beg further to state, that these vessels regularly convey ship-letters, which are made up at the General-post office, and also at this office, and that the number brought by them to this office sometimes exceeds 1,000.

I have, &c.
(signed) *R. Lankester*, Postmaster.

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My Lord, Southampton, 24 November 1842.

HAVING received from the postmaster at this place an intimation that your Lordship is ready to receive tenders for the conveyance of the mails from this port to the islands of Guernsey and Jersey, as well as to St. Malo, I am instructed by the directors of the South of England Steam Navigation Company to state that they are willing to convey the mails from this port on the following terms, by steamers of 370 tons burthen and 120-horse power; viz. twice a week throughout the year, for the sum of 4,000 *l.* per annum, to Guernsey and Jersey, or three times a week for the sum of 5,500 *l.* per annum; also, to convey a mail twice a week between Jersey and St. Malo, by steamer, for the sum of 1,000 *l.* per annum. The hours of departure from Southampton to be in conformity with your Lordship's wishes on the subject.

I have, &c.
(signed) *W. L. Le Feuvre,*
Secretary.

The Right Hon. Lord Viscount Lowther,
Postmaster-general.

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Mr. Rolfes' offer to convey the Channel Island Mails.

Sir, Southampton Post-office, 26 November 1842.

I BEG to enclose you a note which I have received from Mr. Le Feuvre, the agent for the South of England Steam Navigation Company, which will explain the cause of my not being able to send you an estimate of the sum for which that company would convey mails to and from this port and the Channel Islands.

I am exceedingly sorry that Mr. Le Feuvre should have troubled you with any personal communication, as I can assure you I distinctly informed that gentleman that I made my inquiries of him in the utmost belief that he would consider them confidential between him and myself; and I am surprised that he should have behaved so uncourteously as to refuse me an answer, and to make a communication from me a ground for presuming to trouble you.

I have, &c.

T. Laurence, Esq. &c. &c. &c. Post-office. (signed) *R. Lankester.*

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MR. LE FEUVRE begs to inform Mr. Lankester that he has been requested by the directors of the South of England Steam Company to communicate with the Postmaster-general on the subject of the mails, and which he has done.

Southampton, 26 November 1842.

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Sir, Guernsey, 16 December 1842.

I HAVE to acknowledge the receipt of your respective favours of the 19th ultimo and 17th instant, which latter only reached me upon the 14th, and to assure the Postmaster-general that illness and absence from the Islands prevented me from receiving and answering the first at an earlier date. I now take the first opportunity of affording as much additional information as possible.

There is no joint-stock company formed at present, but I represent a body of 10 gentlemen who are willing to undertake the conveyance of the mail, as proposed, by good and efficient boats, approved by Her Majesty's surveyors, and to build new ones as soon as possible for the service. I now refer to my first letter as to the service, &c.

The mails to be carried from Southampton to the Islands three times per week, *i. e.* Monday, Wednesday, and Friday, the same in both Islands; mails to be made up in London at p.m., the vessel starting upon the arrival of the same at Southampton, say eight or nine p.m. The vessels from 140 to 160-horse power, to ensure as far as possible, the arrival within 10 hours at Guernsey.

The vessels will be under the command of James Goodridge, jun. and Mr. Wm. Roberts (of Her Majesty's ship Wildfire), both men of acknowledged capabilities, and who know the stations. The mail to be forwarded to St. Malo or to Granville twice per week by steam.

Should the proposition I have the honour to make meet with the views of Her Majesty's Government, it will be regarded as a great boon to the Islands, as regards the abolishing the monopoly now existing between the railway company and the boats, keeping up high fares without accommodations, which are much disliked.

I have now only to add, that I am ready to enter into contract with Her Majesty's Government upon the terms proposed for a term of years, finding proper security for the due performance of such contract.

I have, &c.

(signed) *W. G. Rolfes*, Jun.

It may be interesting to you to know, that the Chamber of Commerce here met, by the invitation of the Mayor of Weymouth to oppose any change, but agreed to support the new arrangement.

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Sir, Admiralty, 3 December 184.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 19th ult. relative to an offer made by Mr. Rolfes on the part of certain inhabitants resident in Guernsey and Jersey, to establish a line of steamers for the conveyance of the mails between Southampton, the Channel Islands, and the Coast of France, in lieu of the present Weymouth packets; and conveying the request of the Postmaster-general that some inquiry should be made by my Lords as to the fitness of the steamers which now ply between Southampton and the Channel Islands for this purpose, I am commanded to transmit to you for his Lordship's information, the copy of a report respecting these vessels, made by Mr. Watts, one of the assistant shipwrights of Portsmouth Dockyard.

I am, &c.

Lieut.-Col. Maberly, General Post-office. (signed) *John Barrow.*

Sir, Portsmouth Dockyard, 30 November 1842.

Appendix, No. 22.

Lady de Saumarez.
Transit.
Calpe.
Grand Turk.
Atalanta.
Monarch.

In obedience to your directions, I have examined the steam-vessels named in the margin, belonging to the South of England and South Western Steam Packet Companies, which ply, some constantly and others occasionally, between Southampton and the Channel Islands, and I beg to report that from the survey I have been able to make of these vessels as they lay afloat in the Southampton waters, I consider them to be sound and perfectly seaworthy, and adapted as to power of engine and general equipment for carrying the mails. I have been furnished with an account of the times of sailing and arrival of the different places of the Lady de Saumarez only. The average length of passages as obtained from this account, which embraces all the trips made by this vessel between the 13th of August last and the 12th instant, is as follows:

| | |
|---|---|
| From Southampton to Guernsey - - - - - - - | 13 3/4 hours. |
| From Guernsey to Jersey - - - - - - - - | 4 1/4 — |
| From Jersey to Guernsey - - - - - - - - | 4 1/2 — |
| From Guernsey to Southampton - - - - - - | 13 3/4 — |

The time occupied in embarking and disembarking passengers at Guernsey, going to, and returning from Jersey, is included in this average.

The other vessels belonging to the South Western Steam Packet Company, being of nearly the same relative tonnage and power, would perform their passages in about the same time.

The Atalanta and Monarch, belonging to the South of England Steam Packet Company, being larger vessels, with more powerful engines, are stated by the company's agent to perform the passage, to or from Guernsey, in about 11 1/2 hours, and between Guernsey and Jersey in about 2 1/2 hours, on an average, making the passage between Southampton and Jersey in 14 hours, on an average; but as the masters of the vessels keep no log-book nor any records of their times of starting from and arrival at the different places, I have no means of verifying this statement. The accompanying account gives the tonnage, power of engine, &c. of these vessels.

I have, &c.

Admiral Superintendent. (signed) *J. Watts.*

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DIMENSIONS of Steam Vessels belonging to the South of England, and South Western Steam Packet Companies referred to in accompanying Letter.

| | ATALANTA. | MONARCH. | LADY DE SAUMAREZ. | TRANSIT. | CALPE. | GRAND TURK. |
|---|---|---|---|---|---|---|
| | *Feet.* | *Feet.* | *Feet.* | *Feet.* | *Feet.* | *Feet.* |
| Length from the under part of the main stem to the fore part of the stern-post aloft. | 138.1 | 137.7 | 127.2 | 126 | 125.4 | 135.3 |
| Breadth in midships - - | 21.9 | 21.0 | 20.0 | 19.6 | 19.5 | 20.2 |
| Depth in hold - - - | 13.0 | 13.15 | 12.8 | 13.0 | 12.8 | 13.0 |
| Length of engine-room - - | 40.4 | 47.0 | 42.5 | 38.9 | 41.8 | 25.3 |
| Tonnage, per Act 3 & 4 Will. 4 | 240 80/94 | 225 42/94 | 172 20/94 | 160 | 173 44/94 | 191 16/94 |
| Ditto, new measurement register. | 171 1538/3500 | 174 3/10 | 148 613/3500 | 188 | 157 | 243 9/10 |
| Ditto, of engine-room - - | 137 1369/3500 | 140 4/10 | 116 2800/3500 | 107 | 102 | 125 5/10 |
| | *ft. in.* | *ft. in.* | *ft. in.* | *ft. in.* | *ft. in.* | *ft. in.* |
| Breadth, extreme, on wales - | 23 8 | 23 4 | 21 2 | 21 0 | 20 5 1/2 | 21 7 |
| „ for tonnage - - | 23 6 | 23 2 | 21 0 | 20 10 | 20 3 1/4 | 21 5 |
| Makers of engines - - | Maudslay, Field & Co. | Astler & Co. | Seaward, | Miller & Ravenhill, | Seaward, | Maudslay. & Co. |
| Horse power - - - | two of 60 | two of 60 | two of 40 | two of 40 | two of 40 | 70 |
| | *in.* | *in.* | *in.* | *in.* | *in.* | *in.* |
| Diameter of cylinders - - | 43 | 43 3/4 | 37 1/4 | 37 1/4 | 37 1/4 | 45 1/2 |
| Length of stroke - - - | 48 | 48 | 38 | 36 | 38 | 54 |
| Age of boilers - - - | 1 1/2 year. | new. | 7 years. | 7 years. | 2 years. | — |
| Vessels built - - - | Cowes. | Southampton. | London. | Thames. | Thames. | Thames. |
| In the year - - - | 1836 | 1836 | 1835 | 1835 | 1835 | 1835 |

(signed) *J. Watts.*

A RETURN of the Receipts and Expenses of the Weymouth Packets for the Years 1841 and 1842 (making the proper Deductions for Half-pay saved, &c.), prepared pursuant to their Lordships' Minute of the 18th instant.

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Mr. Rolfes' Offer to convey the Channel Island Mails.

| RECEIPTS. | Year 1841. £. s. d. | Year 1842. £. s. d. |
|---|---|---|
| Amount received on account of passage-money - £. | 2,608 6 4 | 2,750 8 10 |
| **EXPENSES.** | | |
| Expense on account of the hulls, engines, boilers, rigging, and stores for the packets. | 1,660 – – | 1,075 – – |
| — of coals issued to the packets - - - | 2,166 – – | 1,932 – – |
| — of the pay, allowances, and wages of the parties belonging to the Shore Establishment. | 806 10 11 | 707 – 4 |
| — ditto - - ditto the Packets - - - | 3,452 4 8 | 4,060 3 1 |
| — rents, taxes, miscellaneous payments - - | 196 – 3 | 222 16 – |
| Medical attendance - - - - - - - - | 23 6 6 | 27 7 6 |
| £. | 8,304 10 4 | 8,024 6 11 |
| Deduct the amount of half-pay to which the officers employed in the Weymouth packet-service would have been entitled if employed - - - - - | 269 10 – | 395 7 6 |
| £. | 8,035 – 4 | 7,628 19 5 |
| Deduct receipts for passage-money, &c. - - - | 2,608 6 4 | 2,750 8 10 |
| £. | 5,426 14 – | 4,878 10 7 |

Admiralty, 23 January 1843. (signed) *J. T. Briggs.*

## Appendix, No. 23.

## POSTAGE TREATY WITH FRANCE.

### Treasury Minute of 15 November 1839.

Appendix, No. 23.

Postage Treaty with France.

Write to Mr. Fox Strangways, that my Lords have had under their consideration the rate of postage charged on packet letters to and from foreign countries; that their Lordships, in pursuance of the authority vested in them by the 2 & 3 Vict. c. 52, have taken steps for the reduction of the postage on inland and ship letters, as well as packet letters to and from the colonies; and they propose to carry into effect the whole of the plan of the uniform penny rate with as little delay as may be compatible with the public convenience. Their Lordships have reserved the whole question of the inland and packet postage on foreign letters, as their Lordships are of opinion that they may fairly call upon foreign powers in return to make a reduction of the charge leviable in their respective post-offices.

Their Lordships are desirous to extend the benefit of the proposed measure to the foreign correspondence; and they trust that they shall meet, on the part of foreign governments, with a corresponding feeling.

The objects my Lords have in view are a reduction of the charge now payable on letters between England and foreign countries, and that such reduced rate should be uniform. In return, my Lords would be prepared to make a large reduction, not only as regards the inland postage, but also on the packet rates; and to make the charge on a foreign letter an uniform charge by weight, such charge to include the inland and packet postage.

My Lords would desire Mr. Strangways to move Lord Palmerston to take measures for the purpose of bringing the subject to the early and most favourable consideration of foreign governments.

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Sir, Foreign Office, 18 December 1839.

With reference to your letter of the 14th ultimo, containing a proposal for the reduction of the postage on letters between Great Britain and foreign countries, I am directed by Viscount Palmerston to transmit to you a copy of a note from Marshal Soult, in reply to one which Earl Granville addressed to his Excellency upon this subject; and I am to request that you will lay the same before the Lords Commissioners of Her Majesty's Treasury, for their Lordships' information.

I am, &c.

Robert Gordon, Esq. (signed) *J. Backhouse.*
&c. &c. &c.

Appendix, No. 23.

Postage Treaty with France.

Monsieur l'Ambassadeur, Paris, le 8 Decembre 1839.

Lorsque j'ai reçu la communication que V. E. m'a fait l'honneur de m'adresser le 26 du mois dernier, au sujet de la réduction de la taxe des lettres échangées entre la France et la Grande Bretagne, je m'occupois de concert avec M. le Ministre des Finances des moyens d'aller au devant des vœux, que le Gouvernement de S. M. B. a chargé V. E. de me transmettre.

C'est à cette circonstance que je dois l'avantage de pouvoir répondre aussi promptement à vos ouvertures, d'une manière qui je l'espère paraîtra satisfaisante et propre à autoriser immédiatement une negociation formelle.

Le Gouvernement Britannique désire une réduction de la taxe, et la substitution d'une taxe fixe à une taxe variable suivant les distances.

Le Gouvernement du Roi consent, pour sa part, à reduire la taxe des lettres échangées entre les deux pays de plus de 40% sur le tariff actuel resultant de la Convention du 30 Mai 1836, en stipulant pour la livraison des lettres non affranchies ainsi que des lettres affranchies, une taxe Française moyenne de 2 fr. par trente grammes: mais en offrant ainsi à l'office des Postes Britanniques les moyens d'établir une taxe fixe et uniforme pour les lettres Françaises, il entend se reserver la faculté de décomposer la taxe moyenne à l'égard du public en France, et de continuer en France la perception de taxes progressives: ainsi, par exemple; 4 lettres pesant ensemble 30 grammes (c'est la proportion usité sur tout le Continent pour les lettres simples) devront être affranchies en Angleterre pour divers endroits en France; les bureaux Anglais percevront, outre la taxe fixe Anglaise, une taxe fixe pour port Français, soit 5 decimes par lettre, et l'office Anglais tiendra compte à l'office Français de 20 decimes ou 2 fr. pour les 30 grammes ou 4 lettres; mais si, au contraire, ces lettres n'ont pas été affranchies les divers bureaux Français percevront, en outre du port fixe Anglais, un port Français proportionnel à la distance entre la frontière et le bureau de destination. D'après la decomposition de ce port moyen, suivant la progression des distances, le port de la lettre simple de Calais à Paris sera de 5 à 6 decimes; par reciprocité et en égard aux distances parcourues, nous comptons sur un port moyen Anglais de 16 pence par trente grammes, au plus, à moins que l'office Anglais, persistant dans son système de taxe à 1 penny, ne soit conduit, par la force même des choses, à assimiler complètement son port interieur sur les lettres dites étrangères à son port intérieur sur les lettres dites indigènes.

Une réduction beaucoup plus importante que pour les lettres, pourra être stipulée par les circulaires et prospectus imprimés ou lithographiés; la taxe fixe qui pèse sur ces objets en France varie d'un centime et demi à 1 decime; il sera facile decombiner cette taxe avec la nouvelle taxe fixe Anglaise d'un penny.

Le Gouvernement du Roi est prêt à traiter sur ces bases, en conservant d'ailleurs l'affranchissement facultatif dont le public a retiré des avantages trop évidens pour pouvoir en être privé; il y aura à remplir en même temps quelques lacunes de nos Conventions postales, par exemple relativement à la transmission de nos journaux par les paquebots Anglais.

Je verrais avec plaisir, Monsieur l'Ambassadeur, que vous fussiez chargé de la négociation de ce nouvel arrangement, je me trouverais appelé à la suivre avec V. E.; mais dans ce cas elle jugera si la presence immédiate d'un employé du Post-office Anglais ne serait pas nécessaire pour régler promptement avec l'administration des postes Françaises les questions de detail.

Agréez, &c.

S. E. M. le Comte Granville, &c. &c. &c.

(signé) *M^l Duc de Dalmatie.*

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Sir, Foreign Office, 6 February 1840.

With reference to my letter of the 18th of December last, enclosing a copy of a note from Marshal Soult to Earl Granville, relative to the proposed reduction in the rate of postage on letters between England and France, I am directed by Viscount Palmerston to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, a copy of a despatch upon the same subject from Marshal Soult to Count Sebastiani, which his Excellency has communicated to Lord Palmerston.

Marshal Soult to Count Sebastiani, 24 Jan. 1840.

I am, &c.

Robert Gordon, Esq. &c. &c. &c.

(signed) *J. Backhouse.*

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Paris, le 24 Janvier 1840,

Monsieur le Comte, Ministère des Affaires Etrangères.

Le Gouvernement du Roi, prévoyant que l'adoption de la taxe à un penny conduirait le Gouvernement de S. M. B. à désirer l'abaissement des taxes des lettres échangées entre les deux pays, avait pris la résolution de consentir à une diminution de moitié; j'allais vous informer de cette détermination pour que vous voulussiez bien la faire connaître au Ministère Anglais, lorsque j'ai reçu de M. l'Ambassadeur de S. M. B. la proposition d'entrer en négociation au sujet de cette question.

Je

Je me suis empressé d'accueillir cette ouverture; j'ai annoncé à Lord Granville les dispositions dans lesquelles nous nous trouvions relativement aux taxes des lettres échangées entre les deux pays, et je l'ai même engagé à réclamer l'envoi d'un employé de l'office des Postes Anglaises, pour régler, avec l'administration des postes de France, les questions de détail. Jusqu'à present cette communication est demeurée sans résultat, mais les postes Anglaises ont apporté à la taxation lettres échangées avec la France ou les pays auxquels elle sert d'intermédiaire, des changemens mal-combinés, contraires aux Conventions existantes, et qui provoquent les réclamations les mieux fondées de la part du public et des offices étrangers.

Je vous prie, M. le Comte, de vouloir bien engager le Ministres de S. M. B. à ne point différer davantage la négociation qui doit ouvrir entre les deux gouvernemens sur une question aussi importante pour les intérêts commerciaux des deux pays; je ne doute pas du reste qu'ils n'aient apprecié l'empressement avec lequel nous avons répondus aux ouvertures de Lord Granville, et j'attribue le rétard que je vous signale, aux difficultés nombreuses qui ont dû absorber l'attention du Post-office lors de la mise à exécution du nouveau système.

Agréez M. Le Comte, &c.
(signé) *Mᵃᶜʰ Duc de Dalmatie.*

M. Le Général Comte Sebastiani,
&c. &c. &c.

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Treasury Minute of 14 February 1840.

Write to Mr. Fox Strangways, for Lord Palmerston's information, that in the pressure upon the Post-office Department, occasioned by the late alterations, their Lordships have been obliged for a time to postpone any communication to the French government, in answer to their proposals respecting the reduction of postage, but that my Lords trust that they shall shortly be enabled to communicate with Lord Palmerston on the subject.

That with respect to the allegation that the arrangements made by the Post-office, in pursuance of the Act of Parliament for the reduction of postage, are in contravention to the existing treaties and ill-combined, my Lords would observe that they most anxiously endeavoured, in the reduction which they authorized on letters between France and England, pending the negotiation on the subject, not in any way to interfere with the existing engagements between the two countries.

Their Lordships regret to observe that the French government consider that the Conventions have been broken, but as the particular points with respect to which this alleged infraction has taken place are not stated, my Lords have no means of giving any explanation on the subject.

My Lords desire, however, to be understood to be anxious to carry into full effect, both the letter and the spirit of the existing Conventions, and if the government of France will furnish my Lords with a statement of the stipulations in respect of which they consider that the Treaties have been contravened, my Lords will give immediate consideration to the subject, with the view of remedying any just cause of complaint which may exist.

My Lords also will be ready to receive any observations which the French Post-office may wish to make as to the particular arrangements which they consider inconvenient, as it is their desire to meet the convenience of the French Post-office as far as may be possible, as well as to give every facility to the correspondence between the two countries.

Refer the Papers to the Postmaster-general for his early consideration and report.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 28 February 1840.

I have the honour to acknowledge your letter of the 17th instant, enclosing for my opinion a despatch from Marshal Soult to the French ambassador in London, in which he expresses his desire for the reduction of postage between the two countries, and requests that an officer of this department may be dispatched to France to regulate the details of the negotiation.

On the first point adverted to in the despatch, the reduction of postage, I need only remark to your Lordships, that the question of the rates to be taken on letters has been entirely decided by yourselves since the commencement of the late alterations, and that it is impossible for me to come to any conclusion without a knowledge of the principles upon which your modifications have proceeded, and of the views you may entertain of the amounts which should be fixed upon as the rates of postage upon letters between the two countries respectively. I would beg to suggest, however, that whatever these amounts may be, the British rate may remain uniform as at present, and that, if possible, the same course may be adopted with respect to the French rate, as preventing a great portion of the errors which must frequently occur under the present system, and as simplifying the accounts between the two countries, which are now unnecessarily complicated.

Appendix, No. 23.

Postage Treaty with France.

It would have given me much pleasure to have be enable to dispatch an officer to Paris to arrange any details of the Treaty, when you have decided the principles on which it is to be framed; but looking at the present state of the service, and the immense additional labour that has been thrown on every department in consequence of the recent changes, I have not any one disposable for the duty; and should a personal communication, therefore between the officers of the two departments become necessary, I would submit that M. Conte should be requested to send one of the functionaries of the French office to England, as it is impossible I could spare one from hence during the period the arrangements would be under discussion.

Having thus noticed the two main points in Marshal Soult's despatch, I should have had nothing further to remark upon it if it had not been for the comments upon the English Post-office; but when such charges are made against it, viz. that the measures taken to carry into operation the late changes have been ill-digested, and that the Conventions subsisting between the two countries have been infringed, I feel that such allegations require a full and satisfactory explanation.

With respect to the first of these charges, therefore, the bad arrangements for carrying the late warrants into execution, I enclose for your Lordships' information, copies of the correspondence that has passed between the two offices, from which you will at once perceive that more clear or simple instructions could not have been given to the French Post-office, and that no more difficulty could have existed in carrying them into execution in France than has been experienced with our postmasters in this country, where, in addition to the alteration on foreign letters, the duty has enormously increased by the great augmentation of the correspondence, as well as by a total change of all former regulations.

Upon the last point I cannot help thinking that Marshal Soult must be under a misconception, for the only infraction of the existing Convention (if indeed that can be called an infraction which imposes a less charge upon France than she has herself stipulated to pay) is the alteration of the system of weight, and the reduction of the British rates of postage on French letters, which were ordered to be carried into execution by your Lordships' Warrants of the 22d November and the 27th December respectively. It is true that there have been many complaints on this subject, but they have been made by residents in France, who have represented the injustice of being still subject to the former high British rates of postage on letters paid in France to their destination in England, all which complaints, on inquiry, have been found to originate with the French postmasters not having received orders to take the lesser rates of postage, in conformity with the instructions furnished from England before the commencement of the alteration.

I feel it right also to state, that with respect to infraction of the Convention which is so strongly complained of in Marshal Soult's letter, that the provisions of the Convention have been infringed in two ways, the one by the adoption of the principle of weight, the other by the actual reduction of British rates; and that while the latter is complained of as an infraction of the Treaty, the former has been carried into effect in France, I presume, by the orders of the authorities, without the least remonstrance on their part since the commencement of the late alterations.

I enclose copies of the 5th Article of the Convention, and an extract from the Memorandum attached to it, which are the only parts of the Treaty referred to which are in the least infringed by your warrants, that your Lordships may see with what justice the complaint is brought against the department. I annex to them the copy of a letter addressed to me by an English resident in France, with the answer that was returned to his remonstrance; and when I add that copies of the instructions to English postmasters, issued upon the receipt of your Lordships' warrants, were privately forwarded to M. Conte for his information, I trust you will not fail to perceive that Marshal Soult's observation must have been made in error, and under misapprehension of the circumstances of the case.

I have, &c.
(signed) *Lichfield.*

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Sir, General Post-office, 19 November 1839.

Her Majesty's Government having decided, in pursuance of powers granted them by an Act of Parliament last session, to alter the present mode of taking the rates of postage by enclosures, I am commanded by the Postmaster-general to inform you, that on and after the 5th December next, all letters will be charged by weight, so far as relates to British rates, according to the following scale; viz.

For a letter not exceeding half an ounce, one rate of postage.

For a letter above half an ounce, and not exceeding one ounce, two rates of postage.

For a letter above one ounce, and not exceeding two ounces, four rates of postage.

For a letter above two ounces, and not exceeding three ounces, six rates of postage; and so on in proportion.

As this alteration is to take effect at so early a period, I am directed by his Lordship to request you will have the goodness to issue the necessary instructions to your subordinate officers

officers as soon as possible, in order that they may be made acquainted with the change in question, which, approaching as it does to your practice, cannot fail in facilitating their duty. I trust, therefore, that after the 5th December, there will be no difficulty in accounting to this department for the postage of paid letters, in conformity with the new principle of weight instead of enclosure.

As regards French rates, the present mode will continue undisturbed, as provided for in the existing Treaty.

M. Conte, &c. &c.
Paris.

(signed) *W. L. Maberly.*

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Sir, General Post-office, 30 December 1839.

I AM directed by the Postmaster-general to inform you that the Lords of the Treasury, by warrant dated 27th instant, have decided that the single British rate upon letters not exceeding half an ounce in weight, addressed from places in France to places in the United Kingdom and *vice versâ*, shall on and from the 10th January next be fixed at the uniform charge of 10 *d.*, at whatever part of the United Kingdom such letters may be posted, or received, except in those few instances in which the present British rate upon the said letters is less than 10 *d.*, viz. those towns in Kent and Sussex, the correspondence of which with France is conveyed in the Dovor bag, which will of course remain chargeable with the British rates to which they are now subject. I have therefore to request you will be good enough to issue the necessary instructions to your officers, that they may be enabled henceforward to take the proper rates.

I beg to call your attention to the circumstance, that by Article 6, the rates paid by the Treaty of 1836, upon letters in transit through the United Kingdom, remain unchanged by these regulations.

M. Conte, &c. &c.
Paris.

(signed) *W. L. Maberly.*

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Sir, General Post-office, 21 January 1840.

IT has been reported to me by the proper officers that letters from Paris as well as from the departments of France continue to be charged with the old rates of postage, notwithstanding the alteration in the British rates communicated to you in my letter of 30th December last, and many complaints on this subject have been received here from persons resident in France.

Permit me, therefore, again to draw your attention to the regulations stated in my letter of the 30th ultimo, and to request you will be good enough to renew the instructions which I have no doubt were issued from your office on the receipt of that letter, so that the continuance of the present irregular charges on letters (postage paid) for this country may be prevented.

M. Conte, &c. &c.
Paris.

(signed) *W. L. Maberly.*

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Monsieur, Paris, le 24 Janvier 1840.

VOUS m'avez fait l'honneur de m'annoncer, le 30 Décembre dernier, qu'en vertu d'une décision des Lords de la Trésorerie, et à dater du 10 Janvier c^t^, la taxe Anglaise des lettres expediées de quelque lieu que ce soit du Royaume-Uni pour la France, et *vice versâ*, dont le poids n'excédera pas une demi-once, est réduite à dix pences ; et au dessous, dans le petit nombre de cas où la taxe Anglaise actuelle est inférieure à 10 pences.

Cette réduction de taxe, important modification complete du paragraphe 7 de l'Article 5 de la Convention du 30 Mars 1836, je me suis empressé d'en référer, par l'intermédiaire de M. le Ministre des Finances, à M. le Ministre des Affaires Etrangères, dépositaire des Conventions conclues avec les offices étrangers, et garant de leur exécution.

J'attendais qu'il me transmit des instructions, dans l'objet, lorsque j'ai reçu votre lettre du 21 c^t^, qui réclame l'exécution des dispositions annoncées par la première.

J'en prends occasion de rappeler à M. le Ministre la communication que je lui ai faite le 4 Janvier, et de presser une décision.
Ses mesures d'exécution suivraient immédiatement.

J'ai l'honneur, &c.
(signé) *Conte.*

Monsieur le Colonel Maberly,
Secretaire de l'Office-général des Postes,
à Londres.

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Appendix, No. 23.

Postage Treaty with France.

Sir, 5, Rond Point de l'Etoile, Paris, 16 Jan. 1840.

In the Treasury Minute, now before me, it is ordered, as regards France, "that the charge for packet and inland postage should not exceed the rate which is now chargeable on a letter to and from London;" and yet Sir, strange to say, I was yesterday obliged to pay the old rate in full from Paris to Sligo, Ireland; and my two letters, being a little over the French weight, they cost me no less than eight francs, four francs each, to Sligo. Either we must pay the whole way (instead of to London, as ordered by my Lords) or not at all.

Pray, Sir, take measures to remedy this grievance as regards the British portion of the charge, for the French portion must, of course, be paid until some new arrangement can be made. But the extortion (for such it is after the Treasury Order) touching the British charge is altogether without excuse or palliation. Then let the matter be put right without more loss of time.

I have, &c.

Lieut.-colonel Maberly, &c. &c. &c. (signed) *W. Harloe.*

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Sir, General Post-office, 25 January 1840.

I beg to acknowledge the receipt of your letter of the 16th instant, and to acquaint you that the British rate on a letter from France to Sligo, or any part of the United Kingdom, is 10*d.* only, if under half an ounce, and the French post-office has been furnished with regulations to that effect.

I have no doubt the error will be rectified on application to the Director-general of Posts in France.

I am, &c.

To Mr. Harloe, 5, Rond Point de l'Etoile, Paris. (signed) *Thomas Lawrence.*

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Mr. Harloe presents his compliments to Colonel Maberly, and begs leave to inform him that he has just had an interview with the Secretary of the French Post-office, to whom he showed not only the Treasury Minute, but also the letter of the assistant-secretary, Mr. L., in reply to Mr. H.'s communication of the 16th instant.

To Mr. H.'s great surprise, they positively refuse to post-pay letters in accordance with the Treasury Order and the letter of Col. M.'s assistant-secretary. The French secretary has just declared that no change will be made even in the British rate until the Convention shall have been modified diplomatically. And again, for the 10th time, has he been unjustly compelled to post-pay his Irish letters according to the old rate; to Sligo, for example, 3½ francs, and up to seven francs (when over the French weight), instead of the 10*d.* British rate, and the same for the French.

Now as the modification of the Treaty will require time, and as 100,000 English are circumstanced like Mr. H., plundered daily of money in the name of the English Government, which money the said Government is neither entitled to nor thinks of demanding—10½ frs. the other day for two of his own letters to Sligo, under half an ounce!—there is but one earthly way of getting rid of the difficulty, which amounts to a flagrant injustice. At least one-half of the thousands of English in France are obliged to post-pay their letters, else their letters would not be received. Well then, under such circumstances there is for the moment only one course open to you, and that course is to let the English post-pay their letters by the French post only to the frontier, and then on getting them into your possession to treat them as English written ones; *i. e.* to charge them but 2*d.* in common with other letters. For nobody would refuse paying 2*d.* for a letter, though everybody would refuse to pay 10*d.* for a letter which should be post-paid to its destination.

The right of paying only to the frontier exists under the Treaty; so that all that is necessary is for you to treat them as English unpaid letters on their arrival in England, by marking them 2*d.*, since not prepaid; and the difficulty is solved at once. Otherwise all must continue to be confusion and extortion for God knows how long!!

Rond Point de l'Etoile, 5, Paris, Jan. 29.

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Sir, General Post-Office, 15 February 1840.

I AM directed by my Lord the Postmaster-general to acknowledge the receipt of your further letter of the 29th ultimo, and to inform you, that from the communication his Lordship has had with the Director-general of the Posts at Paris on the subject, he hopes the cause of complaint, in regard to the reduction of British rates on post-paid letters from France will shortly be removed; but that, in the meantime, his Lordship can only recommend you to pay the postage upon the letters referred to, to the French frontier only, when they will be forwarded to their destination in Ireland at the reduced uniform British rate of 10 *d.*, provided the weight does not exceed half an ounce.

I am, &c.
(signed) *T. Lawrence.*

W. Harloe, Esq.
5, Rond Point de l'Etoile, Paris.

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EXTRACT from the CONVENTION between *England* and *France* for extending the Facilities of Communication by Post between these Countries; dated Paris, 30 March 1836.

"ARTICLE 5th.—The postage of a single letter (for which the post-offices of the two countries shall account to each other) for ordinary letters, paid or unpaid, is fixed as follows, that is to say:

"For the French Post-office:—

"1. Between Paris and the frontier of the United Kingdom of Great Britain and Ireland, one franc.

"2. And with respect to any other part of the French territory situated on either side of Paris, relatively to the frontier of the United Kingdom of Great Britain and Ireland, a charge in proportion to the rate of postage above fixed for the conveyance between Paris and the said frontier.

"For the Post-office of the United Kingdom of Great Britain and Ireland:

"1. Between London and the frontier of France, 10 *d.*

"2. And with respect to any other part of the United Kingdom of Great Britain and Ireland, situated on either side of London relatively to the frontier of France, *a charge in proportion to the rate of postage above fixed, for the conveyance between London and the said frontier."

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EXTRACT from the MEMORANDUM of AGREEMENT between the POST-OFFICES of *Great Britain* and *France*, in pursuance of the 15th Article of the Convention of 30 March 1836.

"ARTICLE 7th.—The progressive rate of postage upon unpaid letters from England to France is to be charged as follows:

"If the letter consists of one * undivided piece of paper, within the weight of one ounce, single postage. With one enclosure only, under the weight of one ounce, double postage. With one or more enclosures, under a quarter of an ounce, single postage. With any number of enclosures, exceeding one quarter of an ounce, and under half an ounce, double postage. With any number of enclosures from half an ounce, and under one ounce, treble postage. If the letter weighs one ounce, four rates of postage, and one rate more for every quarter of an ounce in addition.

"The above progression will apply to the letters forwarded from France to England post-paid to their destination."

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My Lord, Treasury Chambers, 4 April 1840.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to your Lordship herewith a letter from Mr. Backhouse, dated 18th December last, enclosing, by direction of Viscount Palmerston, copy of a note from Marshal Soult, in reply to one addressed to his Excellency by Earl Granville, upon the subject of the reduction of postage on letters between Great Britain and foreign countries, together with a copy of their Lordships'

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* Altered by the new regulations. † Altered by the new regulations.

Appendix, No. 23.

Postage Treaty with France.

Lordships' Minute of the 4th instant thereon, and I am to request that your Lordship will favour this Board with such suggestions and observations as you may think necessary on the communication my Lords propose in their said Minute to make in answer to Mr. Backhouse's letter.

I am, &c.
(signed) *R. Gordon.*

The Right Hon.
The Postmaster-General.

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TREASURY MINUTE of 4 April 1840.

Draft Letter referred to in following Minute.

"WRITE to Mr. Backhouse, for the information of Lord Palmerston, that my Lords have given their best consideration to the proposals contained in Marshal Soult's letter of 8th of December last, with reference to the charges on letters passing between this country and France.

"That my Lords are happy to acknowledge that the proposals of the French Government evince a disposition to meet the views of this Board in a satisfactory spirit.

"These proposals are, that, provided the British Government reduce their charges to a uniform rate of 16 *d.* per oz. or 30 grammes, the French Government will reduce theirs to a rate of 20 decimes per oz., making such latter rate of charge fixed and uniform, so far as it is either levied by or raised against the British Post-office, but reserving the power to vary the rate according to distance when collected by their own office; such varying charges, however, to be regulated according to a scale calculated to produce, on an average, the same amount of postage as though the letters had been subjected to the uniform rate.

"Deferring for a moment the question as to the amount of postage to be charged by either Government, my Lords can feel no objection to the other parts of the proposed arrangement, and at once consent to the principle, with the understanding that the details shall be settled between the proper authorities who may negotiate the Treaty.

"With respect to the amount of postage to be charged by the respective Governments, my Lords propose that the British rate shall be fixed at 1 *s.* per oz., except as regards letters posted or delivered in Dovor, for which they propose to charge 8 *d.* per oz. only. This, even excepting the smaller charge to and from Dovor, will reduce the British rate 25 per cent. lower than was proposed by the French Government, and my Lords trust, that in consideration of this reduction, and of the great importance of promoting by every possible means the friendly intercourse now existing between the two nations, the French Government will not object to an equivalent reduction on the French rates proposed in Marshal Soult's letter. If, however, the French Government should decline making any further reduction, my Lords will still consent to fix the British rate at 12 *d.*, and the French rate, as proposed by the French Government, at 20 decimes per ounce, with the understanding that such rates are to apply to all letters passing between the two countries, including those which may previously or afterwards pass through either, so far as the conveyance within their respective limits is concerned.

"My Lords further propose, that these rates of postage shall be collected respectively by the two Governments, and accounted for between one Government and the other, in the same manner as at present.

"Adverting to the proposed low rates of postage, and to the laws and regulations of the British Post-office, my Lords do not consider that it will be feasible to make any special regulations for printed circulars.

"My Lords will be ready to enter into a consideration of other points of the Convention of 30 March 1836 in a friendly spirit, and with a view of rendering it more perfect, as proposed by the French Government. Considering, however, the pressure of the business of the English Post-office at the present moment, and the time which will be required for the settlement of those points, my Lords cannot but think that the postponement of reduction, until they are satisfactorily adjusted, would in all probability be attended with much delay.

"My Lords would, therefore, be desirous that the arrangements for carrying the reduction of postage into operation should not await the consideration of other points of the Convention; and if the French Government concur in this view of the subject, my Lords would propose that the reduction should be settled and carried into effect with as little delay as possible.

"My Lords had hoped to have been enabled to despatch an officer of the English Post-office to Paris, in conformity with the wishes of the French Government; but the alterations in the system of the English Post-office have rendered it impossible for any of the principal officers of that department to leave England; and their Lordships are of opinion that it would materially facilitate the settlement of the question if the French Government could, in consideration of these circumstances accede to the negotiation being carried on in London.'

My

My Lords read a draft of letter proposed to be sent to the Foreign Office in answer to the propositions of the French Government respecting postage.

Transmit copy to Postmaster-general; state to him that my Lords have had draft under consideration; but before their Lordships shall finally direct it to be sent, they are desirous to give his Lordship the opportunity of laying before this Board such suggestions and observations as he may wish.

Appendix, No. 23.

Postage Treaty with France.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 18 April 1840.

I HAVE to acknowledge the receipt of Mr. Gordon's letter of the 4th instant, transmitting the enclosed from Mr. Backhouse, with a note from Marshal Soult on the subject of the reduction of postage on letters passing between France and England, upon which I beg to offer the following observations.

Your Lordships have, in effect, decided upon a reduction of the British rate upon letters to and from France to 6 *d.*, except in the case of Dovor, which you propose to make 4 *d.* I submit, however, that it will be far preferable to abandon that exception, and to make the British rate of 6 *d.* strictly uniform throughout the United Kingdom, without reference to the port of arrival and departure, according to the principle already suggested in the proposed reduction of the postage between this country and Hamburgh. It appears to me that this will be the more simple course, and that if it is not adopted, and the distinction with regard to the port is retained in this instance, a similar indulgence will be claimed in favour of the Hamburgh letters posted and delivered in London as the port of arrival and departure, and a corresponding reduction from 6 *d.* to 4 *d.* demanded upon this class of correspondence.

With respect to the reduction offered by France, it must not be forgotten that the average inland postage of that kingdom, taking the letters sent from and received at Paris, has been already stated by the French authorities to be about five decimes; and although it is probable that average would be considerably increased if founded upon letters sent from and received at Calais, the frontier town to this kingdom, the reduction proposed by France is altogether insignificant when compared with that which you are prepared to adopt.

Your Lordships have already abandoned the whole of the inland rates (beyond London) charged on French letters, as well as the system of charging by enclosures; and you have adopted the half instead of the quarter ounce, as the unit of weight. In addition to these concessions, you are now about to reduce the uniform British rate of 10 *d.* the half ounce to 6 *d.*, thus making sacrifices in favour of France, for which she returns but little equivalent.

I have thought it right to place this point strongly before you, that the reductions already made may not be undervalued; for, while your Lordships, even if France should refuse to meet you in a proper spirit, would probably not be deterred from conferring the benefit of a low rate of French postage on the commercial interests of this country, you are entitled, on the ground of the sacrifices I have enumerated, to demand that the French rate should be still lower than that proposed by Marshal Soult, though it will be a question for your Lordships, in the exercise of your discretion, looking at all the circumstances of the case, to determine to what extent you may deem it expedient to urge the French government further on this subject.

With regard to the proposition, on the part of the French government, to levy the postage collected in France according to a scale of distance, adapted to, but not to exceed, on an average, the uniform rate of 5 *d.*, there can be no objection to its adoption, though I fear we must be wholly at the mercy of the French office, from the circumstance that this department will find it difficult to ascertain whether the scale proposed to be taken does or does not exceed the average rate alluded to.

I infer, from your Lordships' Minute, that the reduction of the French charge is not to be confined to the letters posted in one country for delivery in the other, but that you intend it to apply to the transit rates upon all British letters passing through France each way. Assuming the French rate to be reduced to two francs per ounce, as proposed by Marshal Soult, the effect upon the transit rates at present paid by this office outwards and inwards will be seen by the enclosed tabular statement (No. 1), from which your Lordships will perceive, although generally the reduction in these transit rates will be considerable, that, as regards the letters to and from Germany and the North of Europe, the present rate on which is only one franc 50 cents per ounce, a small increase will take place. With respect to the letters for this country from Turkey and the Levant, conveyed through France, as the latter is understood to pay 3 francs 20 cents per ounce to Austria on account of these letters, and also 1 franc 80 cents per ounce to the same government for the letter originating in Austria and Venetian Lombardy, it is presumed France would still fairly claim to be reimbursed those payments, in addition to her own transit charge, to whatever amount it may be reduced.

The transit rate upon letters to and from this country, the Mediterranean, Egypt, India, &c., passing through France *viâ* Marseilles, and made up in the ordinary Paris mails, was fixed in 1837, under your Lordships' sanction, at 9 francs per ounce, including their conveyance to and from Marseilles by the French packets. I believe, although I am not at present able to make a positive statement, that this rate was composed of 6 francs as the territorial charge for conveyance from Calais to Marseilles, and 3 francs as an average charge for the French packet-rate in the Mediterranean.

Appendix, No. 23.

Postage Treaty with France.

The territorial or actual transit rate for conveyance between Calais and Marseilles should of course, in this instance, be subject to the reduction to the uniform rate of 2 francs per ounce, leaving the French packet-rate, as at present, 3 francs.

Your Lordships will also, I presume, demand a similar reduction, viz. from 4 francs to 2 francs the ounce, upon the letters to and from India, the Mediterranean, &c., passing through France in the closed mails under the additional convention of last July, as indicated in the enclosed Table.

On the other hand, if, as I should recommend, the correspondence between France, the West Indies, South America, Portugal, Gibraltar, or any other foreign parts, passing through the United Kingdom, whether conveyed by packet or private ship, is placed on the same footing as that between this country and places beyond the sea, France would enjoy the benefit of a further and considerable reduction on that class of her correspondence, which will be best explained by the enclosed Table (No. 2).

While on this subject, it may be worth consideration how far it may be expedient to maintain the high rates on letters between this country and the French West Indian colonies; and should your Lordships deem it right to make any reduction, France would, as a matter of course, reap the benefit of such concession.

I cannot anticipate any objection on the part of France to the reduction of the whole of her *transit rates* on British correspondence, at least to the uniform charge of 2 francs per ounce, should your Lordships not be able to obtain a lower rate; but I beg to point out the necessity of this condition being insisted on, it being an object of considerable importance, especially as the Prince of Touraud Taxis has made a proposition for an uniform single rate of 5*d.* for the whole of Central Germany, on the condition of this country granting in return the benefit of optional payment.

In conclusion, I presume that the postage for which each office would have to account to the other being reduced to uniform rates, there could be no objection to keep the accounts between the two departments in bulk, taking the total number of ounces by each mail sent and received. I beg particularly to press this point, as materially tending to simplify the daily accounts, and to save much time in making up and dispatching the mails; and as the system is already pursued with regard to the transit correspondence through France, and is found greatly to facilitate the duty, I can see no good reason why it should not be adopted generally.

I have, &c.
(signed) *Lichfield.*

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Treasury Minute of 28th April 1840, on the Letter from the Postmaster-General of 18th April 1840.

Write to Mr. Backhouse, for the information of Lord Palmerston, with reference to Mr. Backhouse's letter of 18th December 1839, that my Lords have given their best consideration to the proposals contained in Marshal Soult's letter of 8th of December last, with reference to the charges on letters passing between this country and France, and have conferred with the Postmaster-general thereon.

That my Lords are happy to acknowledge that the proposals of the French Government evince a disposition to meet the views of this Board in a satisfactory spirit.

These proposals are, that provided the British Government reduce their charges to a uniform rate of 16*d.* per ounce, or 30 grammes, the French Government will reduce theirs to a rate of 20 decimes per ounce, making such latter rate of charge fixed and uniform, so far as it is either levied by or raised against the British Post-office, but reserving the power to vary the rate according to distance when collected by their own office, such varying charges, however, to be regulated according to a scale calculated to produce on an average the same amount of postage, as though the letters had been subjected to the uniform rate.

Deferring for a moment the question as to the amount of postage to be charged by either Government, my Lords can feel no objection to the other parts of the proposed arrangement, and at once consent to the principle, with the understanding that the details shall be settled between the proper authorities who may negotiate the treaty.

With respect to the amount of postage to be charged by the respective Governments, my Lords propose that the British rate shall be fixed at 1*s.* per ounce. This will reduce the British rate 25 per cent. lower than was proposed by the French government, and my Lords trust, that in consideration of this reduction, and of the great importance of promoting, by every possible means, the friendly intercourse now existing between the two nations, the French government will not object to an equivalent reduction on the French rates proposed in Marshal Soult's letter. If, however, the French Government should decline making any further reduction, my Lords will still consent to fix the British rate at 12*d.*, and the French rate, as proposed by the French Government, at 20 decimes per ounce, with the understanding that such rates are to apply to all letters passing between the two countries, whether conveyed from one to the other by packet or private ship, and whether originating in one country and delivered in the other, or passing through one country on the way to or from the other; provided, however, that French letters passing through this country on their way to or from parts beyond the limits of the United Kingdom, shall, in addition, be liable

liable to the same rates as are charged on British letters for conveyance beyond the said limits; and that in like manner British letters passing through France on their way to or from parts beyond the limits of that kingdom, shall, in addition, be liable to the same rates as are charged on French letters for conveyance beyond the said limits.

My Lords further proposed that these rates of postage shall be collected respectively by the two Governments, and accounted for between one Government and the other, in the same manner as at present.

Adverting to the proposed low rates of postage, and to the laws and regulations of the British Post-office, my Lords do not consider that it will be feasible to make any special regulations for printed circulars.

My Lords will be ready to enter into a consideration of other points of the Convention of 30th March 1836, in a friendly spirit, and with a view of rendering it more perfect, as proposed by the French Government. Considering, however, the pressure of the business of the English Post-office at the present moment, and the time which will be required for the settlement of these points, my Lords cannot but think that the postponement of reduction until they are satisfactorily adjusted, would in all probability be attended with much delay.

My Lords would, therefore, be desirous that the arrangements for carrying the reduction of postage into operation should not await the consideration of other points of the Convention; and if the French Government concur in this view of the subject, my Lords would propose that the reduction should be settled and carried into effect with as little delay as possible.

My Lords had hoped to have been enabled to despatch an officer of the English Post-office to Paris, in conformity with the wishes of the French Government; but the alterations in the system of the English Post-office have rendered it impossible for any of the principal officers of that department to leave England; and their Lordships are of opinion, that it would materially facilitate the settlement of the question if the French Government could, in consideration of these circumstances, accede to the negotiation being carried on in London.

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Sir, Foreign-Office, 28 March 1840.

From Lord Granville, No. 107, 1840.

With reference to your letter of the 15th ultimo, I am directed by Viscount Palmerston to transmit to you, for the information of the Lords Commissioners of the Treasury, a copy of a despatch from Her Majesty's Ambassador at Paris, enclosing a copy of the reply of M. Thiers to the note which Lord Granville had been instructed to address to the French Government, relative to the reduction in the rates of postage on letters passing between England and France.

I am, &c.
(signed) *J. Backhouse.*

R. Gordon, Esq.
&c. &c. &c.

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(No. 107.)

My Lord, Paris, 23 March 1840.

With reference to my despatch, No. 79, I have the honour to enclose the copy of a note which I have received in reply to that which I addressed to the French Government, relative to the reduction in the rates of postage on letters passing between England and France.

I have, &c.
(signed) *Granville.*

Viscount Palmerston,
&c. &c. &c.

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M. l'Ambassadeur, Paris, le 21 Mars 1840.

V. E. a fait connaître à mon prédécesseur le 25 du mois dernier que le Gouvernement de Sa Majeste Britannique ne se trouvait pas encore en mesure de donner suite aux propositions que le Gouvernement du Roi lui a adressées au sujet de la réduction de la taxe des lettres; elle lui a en même tems exprimé le désir d'être informée des dispositions conventionnelles qui lui paraissaient avoir été violées par la modification récemment apportée en Angleterre à la taxe des lettres échangées entre les deux pays, ainsi que des inconvéniens qui pouvaient être reprochés à cette modification.

Je regretterais qu'une entente définitive sur les facilités nouvelles qui peuvent être accordées à l'échange des correspondences respectives éprouvât de trop longs retards, et je ne doute pas que les Lords de la Trésorerie Britannique n'accelèrent, autant qu'il peut dépendre d'eux, l'examen des propositions qui leur sont soumises à ce sujet. Le premier inconvénient de la réduction que l'Office Anglais a cru devoir introduire dans le tarif des lettres Françaises, est son caractère provisoire; le second, plus réel, est de laisser subsister à la fois en Angleterre une taxe progressive et deux taxes fixes, l'une intérieure, l'autre dite étrangère, de telle sorte qu'un entrepositaire de lettres pourrait reçevoir à Douvres, par exemple, toutes les lettres de France moyennant 3 pence, puis les expédier dans toute l'Angleterre pour un penny, tandis que si le transport de Douvres à Londres et au-delà est laissé sans intermédiaire à Douvres, aux soins de la poste, il en coutera au destinataires 7 pence. Ce n'est point pour faire révoquer la mesure, mais pour justifier M. le Directeur-général des Postes, simple agent d'exécution, de ne pas l'avoir admise sans

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une autorisation supérieure, que M. le Général Sébastiani a été chargé, de la signaler comme contraire aux Conventions existantes. Les dispositions méconnues sont d'une part, celles du dernier alinéa de l'Article 5 de la Convention du 30 Mars 1836, qui fixe le prix de la lettre simple de Douvres à Londres, et déclare que les taxes en-deça et au-delà seront fixées d'une manière relative; d'autre part celle du septième des Articles d'exécution signés le 27 Juin de la même année, qui fixe la progression des poids.

En transmettant ces explications à V. E. je lui renouvelle, &c.

(signé) *A. Thiers.*

M. l'Ambassadeur d'Angleterre,
&c. &c. &c.

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TREASURY MINUTE of 28 April 1840, on the foregoing Paper.

WRITE to Mr. Backhouse, for the information of Lord Palmerston, that my Lords again express their regret that any inconvenience should have been felt in the post-office department of France, in consequence of the recent arrangements in that of England.

My Lords at once admit, that in fixing the maximum charge for British postage at 10*d.* the rate established by Treaty for letters passing to and from London, and in adopting a new scale of weight, the strict letter of the Treaty has not been rigidly observed; but as each of these changes tended to reduce the British rate, while it left the French postage untouched, and to simplify the operations of both offices, and was consequently, though attended with some sacrifice on the part of England, productive only of advantage towards France, my Lords considered that they were still acting in the spirit of the existing Treaty; and their Lordships had hoped that all inconvenience to the French post-office would have been prevented by the timely notification of the intended change which was given to that department by the Post-office of England.

Understanding from M. Thiers's letter that it is not the desire of the French Government that the old arrangements should be re-established, my Lords will not pursue the subject any further, but conclude with expressing a hope that the proposals contained in their letter of the 30th instant, for reducing the rates of postage between the two countries may meet with the favourable consideration of the French Government, and that the measure may be speedily and satisfactorily settled.

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Sir, Foreign Office, 19 June 1840.

WITH reference to your letters of the 30th of April last and 4th ult., I am directed by Viscount Palmerston to transmit to you, for the information of the Lords Commissioners of Her Majesty's Treasury, copy of a despatch from Her Majesty's Ambassador at Paris, enclosing a copy of a letter which he had received from M. Thiers in reply to the note which his Excellency had addressed to the French minister, relative to the proposed reduction in the Post-office charges on the correspondence between England and France.

No. 201. 8 June 1840.

I am, &c.

Robert Gordon, Esq. &c. &c. &c. (signed) *Leveson.*

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(No. 201.)

My Lord, Paris, 8 June 1840.

I HAVE the honour to transmit to your Lordship the answer which I yesterday received from M. Thiers, to the note which, in conformity to your instructions, I addressed him on the 15th of last month, relative to a reduction in the Post-office charges on the correspondence between England and France.

Paris, 6 June 1840.

The proposition of the President of the Council, that he and I should negotiate the proposed post-office arrangement, will I hope be deemed by your Lordship as objectionable as I think it. It apears to me, indeed, that it is only some person thoroughly conversant with all the details of the business of the Post-office, who could be safely entrusted with a negotiation on this matter, or bring it to a satisfactory and prompt conclusion.

The stipulations of the Convention which I signed in 1836, and to which M. Thiers refers in his note, were all settled between Mr. Freeling and the French Directeur des Postes.

I have, &c.

Viscount Palmerston, &c. &c. &c. (signed) *Granville.*

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M. l'Ambassadeur, Paris, ce 6 Juin 1840.

J'AI fait examiner les observations que V. E. m'a fait l'honneur de me communiquer le 15 du mois dernier, au sujet de la négociation projetée entre les deux pays pour la réduction du port des correspondences.

J'ai la confiance qu'une entente sera facile, mais je désire qu'elle s'étende à toutes les questions que soulèvent les relations postales des deux pays. Je propose à V. E. de suivre la négociation directement avec elle, et j'espère que nous parviendrons à un résultat aussi satisfaisant que celui qui a été consacré par la Convention que nous avons signée en 1836.

Si V. E. se trouve autorisée à accepter cette proposition, je la prierai de designer l'un des secrétaires de son Ambassade pour préparer les élemens de la négociation de concert avec les agens que je désignerai de mon côté.

Agréez, &c.

S. E. Lord Granville, &c. &c. &c. (signé) *A. Thiers.*

TREASURY MINUTE of 30 June 1840, on the foregoing Paper.

WRITE to Lord Leveson, for the information of Viscount Palmerston, that my Lords would have been glad to have effected a reduction in the rates of postage on the correspondence between England and France in the manner proposed in their previous letter, and distinct from the consideration of other points. That for the reasons stated in former communications, it is impossible at present to send to Paris any competent person connected with the Post-office to assist in arranging the details of the treaty; and, without such assistance, my Lords, however confident they must feel in the ability of Lord Granville, cannot hope to see the negotiation brought to a satisfactory issue, on a matter so involved in post-office detail.

Entertaining this view of the subject, my Lords proposed that some one connected with the French post-office should come to London, in order that the negotiation might be carried on in this country; but as the French Government does not appear to adopt this proposal, and as, under present circumstances, no other practicable arrangement presents itself, my Lords regret that the negotiation must be delayed, and the reduction of postage, with the advantages it is calculated to afford to both countries, postponed.

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Sir, Foreign Office, 18 December 1841.

I AM directed by the Earl of Aberdeen to transmit to you, for the information and consideration of the Lords Commissioners of Her Majesty's Treasury, a copy of a note addressed by Monsieur Guizot, the French Minister for Foreign Affairs, to Her Majesty's Ambassador at Paris, in which his Excellency proposes to resume the negotiations for the improvement of the Post-office arrangements between Great Britain and France, and a diminution of the charges on the correspondence between the two countries.

Monsieur Guizot further suggests, that the negotiations should include the Post-office regulations between France and the islands of Guernsey and Jersey, which formed the subject of your letter of the 15th October last.

I am, &c.

Sir George Clerk, Bart. (signed) *Canning.*
&c. &c. &c.

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Monsieur l'Ambassadeur, Paris, 30 Novembre 1841.

J'AI l'honneur de proposer à V. E. de reprendre la négociation relative aux ouvertures que M. le Maréchal Duc de Dalmatie adressées à Lord Granville, le 8 Novembre 1839, dans le but d'améliorer les relations postales entre les deux pays notamment par l'abaissement des taxes respectives. Nous arrêterions de concert, votre Excellence et moi, les bases principales, et nous laisserions à des agens secondaires le soin de préparer, sous notre direction, les dispositions propres à en assurer le developpement. Cette négociation pourrait comprendre la question des communications postales entre la France et les îles de Jersey et de Guernsey, sur laquelle M. Bulwer à appelé mon attention par sa note du 29 Octobre dernier.

Je prie V. E. de vouloir bien transmettre ma proposition au Gouvernement de Sa Majesté Britannique, qui partagera, je l'espère, le vif désir du Gouvernement du Roi d'ajouter de nouvelles facilités aux relations subsistantes entre les sujets des deux pays.

Agréez, &c.

S. E. Lord Cowley, G. C. B. (signé) *Guizot.*

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These Letters were transmitted to the Postmaster-General on the 24th December.

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To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I HAVE the honour to acknowledge the receipt of Sir George Clerk's communication of the 24th ultimo, transmitting a letter from Viscount Canning, accompanied by a proposal from the French Minister for Foreign Affairs to resume the negotiations for the improvement of the Post-office arrangements with Great Britain; and I beg to state that the subject shall receive my best attentive consideration as early as possible.

General Post-Office, I have, &c.
7 January 1842. (signed) *Lowther.*

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TREASURY MINUTE of 7th January 1842, on the foregoing Paper.

WRITE to Viscount Canning with reference to his letter of the 18th December last, transmitting a proposition from the French Government to resume the negotiation for the improvement of the Post-office arrangements with this country, and request that he will inform the Earl of Aberdeen that the subject will receive the attentive consideration of the Postmaster-general as early as possible.

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Postage Treaty with France.

To the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 26 March 1842.

Referring to Sir George Clerk's letter of the 24th December last, I beg to state for your Lordships' information, that I am now ready to resume the consideration of a further convention with France, for the improvement of the Post-office arrangements between the two countries; and I request to be informed if it is your Lordships' intention to adhere, as regards the reduction of the rates of postage upon the correspondence passing between the United Kingdom and France, to the general principles laid down in the Minute of the late Lords of the Treasury, dated 4th April 1840.

By that Minute it was proposed to fix the British rate on letters to or from France at 6 *d.* per half ounce, with the exception of letters posted or delivered in Dovor, on which 4 *d.* per half ounce only was to be charged; and, on the other hand, the French government offered to reduce their charge on letters to and from this country to the uniform rate of five decimes per quarter ounce, or 20 decimes the ounce, when this rate was collected on account of the French office in the United Kingdom, with some slight alteration in the mode of raising the charge when it was paid by the senders, or by the parties to whom the letters were addressed in France; in short, in all cases where the postage should be collected in France.

The view taken by my predecessor on these propositions which were submitted for his opinion, was fully explained in his letter to the Treasury of the 18th April 1840, of which I have the honour to inclose a copy; and as I see no reason to differ from those conclusions, I beg your Lordships will favour me with your decision on the several points then raised.

*Vide* Letter, p. 191.

With respect to the proposal of the French government to include in the present negotiation the regulation recently agreed to for the establishment of an official post between France and the Channel Islands, I do not see any objection to it; and to put your Lordships in possession of all that has been done in this matter since the letter which I addressed to you on the 7th September last, I beg to transmit copy of a letter received on the 24th September, from the Director-general of the French Post-office, together with copy of the reply given to him, in which some explanation was requested on one or two points. Up to this time, however, I have received no answer from the French Post-office with respect to the further information that was required.

I have, &c.

(signed) *Lowther.*

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PROJET de Convention entre la France et le Royaume-Uni de la Grande Bretagne, pour l'échange des Correspondances entre la France et les Iles de Jersey et Guernsey.

Monsieur, Paris, le 24 Septembre 1841.

Par la lettre que vous m'avez fait l'honneur de m'écrire, le 1er courant, vous m'informez de l'adhésion de Milord Maître-général des Postes aux arrangemens proposés pour l'échange des correspondances entre la France et les Iles du Canal.

Je me suis, en conséquence, immédiatement occupé de la rédaction des Articles qui devront servir de base à la négociation à ouvrir entre M. l'Ambassadeur de S. M. la Reine du Royaume-Uni de la Grande Bretagne à Paris, et M. le Ministre des Affaires Etrangères. J'ai l'honneur de vous en adresser ci-joint une copie.

Vous y verrez d'abord rectifiée l'erreur qui avait porté à 4 pence le port revenant à votre office sur les lettres échangées entre la France et les Iles du Canal. Ce prix est reduit, aux termes du 2eme § de l'Art. 8, à 3 pence, dont un pour le prix de voie de mer; lequel devra être acquitté par votre office aux capitaines de navires ou patrons d'embarcations qui se chargeront du transport des lettres entre les Iles et la France.

Par votre lettre du 29 Juillet, relative au même objet, vous restreignez, quant aux Iles de Jersey et de Guernsey, l'échange des lettres à celles de et pour ces mêmes Iles; excluant celles qui auraient une destination ou une origine plus éloignée. Mon office n'a rien à objecter contre l'interdiction des lettres à destination plus éloignée. A l'égard de celles qui seraient d'une autre origine que les Iles mêmes, j'aurai l'honneur de vous faire observer que, dans l'état actuel des choses, parmi les lettres transmises par la Poste Française de Jersey et de Guernsey, il s'en trouve assez souvent à destination de la France, qui ont été confiées à des navires venant de pays d'outre-mer. Ceux-ci ne devant pas aborder, au moins de sitôt, dans un port Français, et rencontant en haute mer des navires destinés pour les Iles du Canal, leur remettent les lettres dont ils sont porteurs, moyennant la rétribution d'un décime par lettre. Ces derniers remettent les lettres aux bureaux de la Poste Française des Iles en se faisant rembourser du décime qu'ils ont payé et de celui qui leur revient ces lettres sont ainsi transmises aux bureaux Françaises de Cherbourg, Granville, et Saint Malo, chargés de trois décimes de voie de mer par lettre.

Un long usage a consacré, à l'égard de ces lettres, ce mode exceptionnel de transmission, auquel je ne pense pas que votre office veuille mettre obstacle, et qu'il s'agit seulement de régulariser

régulariser. Tel est l'objet du 3eme § de l'Art. 8 du Projet de Convention précité, qui stipule, comme revenant à votre office, un prix de port de cinq pence par lettre de l'origine susdite, et du poids d'une demi-once; dix pence par lettre du poids d'une once, et ainsi de suite.

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Postage Treaty with France.

Le grand nombre de voyageurs que des relations de commerce ou d'amitié amenent, soit des Iles du Canal sur les côtes de France, soit de France dans les Isles, rendait nécessaire une disposition relative aux lettres adressées à des destinataires partis d'un pays pour l'autre.

Le § 2 de l'Art. 9, y a pourvû en stipulant que les lettres seront directement envoyées par l'intermédiaire des bureaux d'échange désignés dans l'Art. 1er, et chargées du port qui aurait dû être payé par les destinataires, à l'office réexpéditeur.

Tels sont, Monsieur, les Articles de la nouvelle Convention qui m'ont paru devoir attirer plus particulièrement votre attention. Je vous serai obligé de me faire connaître votre opinion sur eux, ainsi que sur l'ensemble du projet.

J'ai l'honneur, &c.

Le Conseiller d'Etat,
Directeur de l'Admvn des Postes,
(signé) *Conte.*

Monsieur le Colonel Maberly,
Secrétaire de l'Office Général des Postes, à Londres.

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Convention additionelle à la Convention Postale du 30 Mars 1836, entre la France et la Grande Bretagne, pour l'échange des Correspondances entre la France et les Iles de Jersey et de Guernsey.

Art. 1.—Indépendamment de l'échange des correspondances qui a lieu entre la France et le Royaume-Uni de la Grande Bretagne par les bureaux désignés dans la Convention du 30 Mars 1836, il sera établi au moyen des bâtimens appartenant, soit à la Marine Royale Britannique soit à la Marine Royale Française, soit à des entreprises particulières navigant sur le Canal, des relations directes et journalières entre les bureaux de Poste Française de Saint Malo, Granville, et Cherbourg d'une part, et les bureaux de Poste Britanniques établis dans les Iles de Jersey et Guernsey de l'autre.

Art. 2.—L'échange des correspondances entre les bureaux de Poste Françaises de Saint Malo, Granville, et Cherbourg, et les bureaux de Poste Britanniques des Iles de Jersey et Guernsey, comprendra les lettres ordinaires ou chargées, les échantillons de marchandises, journaux et imprimés de toute espèce de la France, ou des pays où la France entretient des établissements de poste pour les Iles de Jersey et de Guernsey, et les lettres ordinaires ou chargeés, les échantillons de marchandises, journaux et imprimés de toute espèce, à destination de la France, ou des pays où la France entretient des établissements de poste, qui seront originaires non seulement de ces deux Iles ou de l'Ile de Alderney, mais encore des pays d'outre-mer qui auront été accidentellement apportées dans les Iles susdites par des bâtiments de commerce et des embarcations quelconques.

Art. 3.—Le port de voie de mer des correspondances designées dans l'Article précédent à payer aux capitaines des navires ou aux patrons des embarcations qui en feront le transport entre les Iles du Canal et les bureaux Français de Saint Malo, Granville, et Cherbourg, sera à la charge de l'office des postes de S. M. Britannique. Ce port est fixé à raison d'un penny par lettre et d'un demi-penny par journal et imprimé.

Art. 4.—Les sacs ou valises renfermant les correspondances échangées entre les bureaux, désignés dans l'Art. 1er de la presente Convention, seront scellés du cachet de ces bureaux, et portés directement du port de débarquément au bureau de destination par les soins des capitaines des navires ou patrons d'embarcations auxquels le transport sera confié. Les sacs ou valises de lettres pourront, s'il y a lieu, être accompagnés depuis le lieu de débarquement jusqu'au bureau de poste par les préposés des douanes, mais ils ne pourront être visités et vérifiés par ces préposés qu'au bureau de poste.

Art. 5.—Les personnes qui voudront adresser des lettres, soit de France ou des pays où la France entretient des établissements de poste pour les Iles de Jersey et de Guernsey, soit de ces Iles pour la France et les pays où la France entretient des établissements de poste auront le choix, 1°, de laisser le port entier de ces lettres à la charge des destinataires; 2°, de payer le port d'avance jusqu'au lieu de destination.

Art. 6.—Les facultés et les garanties respectivement accordées par la Convention du 30 Mars 1836, au public de France et du Royaume-Uni de la Grande Bretagne, pour la transmission des échantillons de marchandises et des lettres chargées ou recommandées seront appliquées aux objets de même nature qui seront échangés entre les bureaux Français de Saint Malo, Granville, et Cherbourg, et les bureaux Britanniques des Iles de Jersey et de Guernsey.

Quant aux journaux et imprimés envoyés de France pour les Iles du Canal ou de ces Iles pour la France, ils devront toujours être affranchis d'avance jusqu'à la limite de l'exploitation des offices des deux pays.

Art. 7.—Les restrictions apportées par la Convention du 30 Mars 1836, à l'admission et la circulation par l'intermédiaire des Postes de France et de la Grande Bretagne, des journaux, ouvrages périodiques et autres imprimés publiés dans les deux pays, seront applicables de tout point aux mêmes objets qui seront envoyés des Iles du Canal en France, et réciproquement de la France dans ces Iles.

Art. 8.—Les offices des Postes de France et du Royaume-Uni de la Grande Bretagne se tiendront réciproquement compte, dans les formes et aux époques fixées par la Convention

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du 30 Mars 1836, du port des lettres ordinaires ou chargées et des échantillons de marchandises affranchis et non affranchis échangés entre les bureaux de Saint Malo, Granville, et Cherbourg d'une part, et les bureaux des Iles de Jersey et de Guernsey de l'autre, d'après les principes ci-après établis:

1°. Pour les lettres et échantillons de marchandises transmis par les bureaux Français, conformément au tarif fixé par la loi du 15 Mars 1827:

2°. Pour les lettres et échantillons de marchandises transmis par les bureaux Britanniques de Jersey et de Guernsey et originaires de ces Iles, à raison de trois pence par lettre du poids d'une demi-once, six pence par lettre du poids d'une once, et ainsi de suite en ajoutant trois pence par chaque demi-once en sus:

3°. Pour les lettres et échantillons de marchandises venant de la haute mer et transmis par les mêmes bureaux Britanniques, à raison de cinq pence par lettre du poids d'une demi-once, dix pence par lettre du poids d'une once, et ainsi de suite en ajoutant cinq pence par chaque demi-once en sus.

Art. 9.—Les lettres mal-adressées et mal-dirigées seront, sans aucun délais, renvoyées à l'un des bureaux d'échange de l'office expéditeur, pour les poids et prix auxquels ces lettres auront été portées en compte.

Quant aux lettres adressées à des destinataires partis de France pour les Iles de Jersey et de Guernsey, ou de ces Iles pour la France, et quelle que soit l'origine de ces lettres, elles seront respectivement et directement envoyées par l'intermédiaire des bureaux désignés dans l'Article 1er de la présente Convention additionnelle, chargées du port qui aurait dû être payé par les destinataires à l'office réexpéditeur.

Art. 10.—Les deux hautes parties contractantes s'engagent à empêcher, par tous les moyens qui sont en leur pouvoir, que les correspondances dont l'échange est réglé par la présente Convention, passent par d'autres voies que celles de leurs offices respectifs.

Art. 11.—Les mesures de détail et d'ordre qui devront être arrêtées de concert pour assurer l'éxécution des stipulations contenues dans la présente Convention seront réglées entre les offices des Postes de France et du Royaume-Uni de la Grande Bretagne aussitôt après l'échange des ratifications de la dite Convention.

Art. 12.—La présente Convention, qui sera considérée comme additionnelle à la Convention du 30 Mars 1836, sera ratifiée et les ratifications en seront échangées à Paris dans le délai de deux mois ou plus tôt si faire se peut, et elle sera mise à exécution au plus tard dans le délai d'un mois après l'échange des dites ratifications.

En foi de quoi, &c.
Fait double à Paris.

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Sir, General Post-office, 8 October 1841.

Having submitted to the Postmaster-general your letter of the 24th ultimo, I am directed to acquaint you that his Lordship is not aware of any objection to the proposed additional articles to the Treaty of 1836, which you have submitted to him, with the exception of the rate of postage set down in the 3d Section of Article 8, as to be accounted for to this country on ship letters landed at Guernsey or Jersey, addressed to France.

It is not his Lordship's wish to prevent such letters being sent to France direct in the ship-letter mails, instead of being forwarded to London for transmission in the ordinary French mail, by which a delay of several days would be occasioned; but, at the same time, he cannot consent that the charge to the French office for a ship letter so sent should be fixed at 5 *d.*, which would, in fact, be little more than one half of the amount chargeable on the same letter if addressed and delivered to a party residing in Guernsey or Jersey.

His Lordship desires me therefore to state that he considers the sum which the French post-office should account for to this department on ship letters from parts abroad, sent through the Channel Islands, under the new arrangement, should be 11 *d.* for a letter not exceeding half an ounce, 1 *s.* 10 *d.* when not exceeding an ounce, and so on in proportion for heavier letters, being the present British ship-letter rate of 8 *d.*, chargeable on letters when landed from a private ship in the Channel Islands, and 3 *d.*, the rate proposed by the present Treaty for the conveyance between the Channel Islands and France.

There is one other point on which his Lordship has commanded me to request a further explanation. In Article 7 it is proposed that the restrictions laid down in the Treaty of 1836, as to the transmission of newspapers between the two countries, shall, in every respect, apply to newspapers passing direct between the Channel Islands and France; but as the effect of such a stipulation would be to exclude all newspapers printed in the French language from the benefit of the reduced rate of postage when circulating in France, his Lordship begs to be informed if such is your intention; and, if so, very few newspapers will be sent by post, the greater part of the journals published in the Channel Islands being either wholly or partially in the French language.

When his Lordship has been placed in possession of your views upon these two points, he will be enabled to express his opinion of them to the Lords of the Treasury, whose sanction will be required to the arrangements, whenever they shall submit them to him for his report.

I am, &c.

M. Conte, Paris. (signed) *W. L. Maberly.*

STATEMENT of various RATES paid by the POST-OFFICE of *Great Britain* to *France* for Transit Postage.

On LETTERS despatched from *Great Britain.*

| DESTINATION. | Service for which Payment is made. | Authority for the Charge. | Transit Rate at present Paid per Ounce British. | Proposed Transit Rates. | Reduction. | Increase. |
|---|---|---|---|---|---|---|
| | | | *f.* *c.* | *f.* *c.* | *f.* *c.* | *f.* *c.* |
| Sardinia and Italy, including Venetian Lombardy and Ionian Islands. | - - conveyance from Calais to Turin *. | - - Convention of 1802, Art. 9. | 3 20 | 2 00 | 1 20 | |
| Spain and Portugal - | - - conveyance to Bayonne or Perpignan. | ditto - | 3 60 | 2 00 | 1 60 | |
| Switzerland - - | - - conveyance to Geneva *, Pontarlier, or Huningue. | ditto - | 3 20 | 2 00 | 1 20 | |
| Turkey and the Levant | conveyance to Marseilles* - - | ditto - | 3 00 | 2 00 | 1 00 | |
| Austria, Prussia, and North of Europe. | - - conveyance to nearest frontier town. | ditto - | 1 50 | 2 00 | - - | 0 50 |
| Mediterranean & East Indies, by French packets. | - - conveyance to Marseilles; believed to be calculated at - - | - - Treasury, and mutual agreement, | 6 00 | 2 00 | 4 00 | |
| | packet rate in the Mediterranean; believed to be calculated at - | 1837 - | 3 00 | 3 00 | | |

* Towns named in the Convention.

On LETTERS to *Great Britain* despatched from the undermentioned Countries.

| ORIGIN. | Service for which Payment is made. | Authority for the Charge. | Transit Rate at present Paid per Ounce British. | Proposed Transit Rate. | Reduction. | Increase. |
|---|---|---|---|---|---|---|
| | | | *f.* *c.* | *f.* *c.* | *f.* *c.* | *f.* *c.* |
| Sardinia and Southern Italy. | conveyance from Turin to Dovor - | - - Convention of 1802, Art. 9. | 3 20 | 2 00 | 1 20 | |
| Spain and Portugal - | - - conveyance from Bayonne or Perpignan to Dovor. | ditto - | 3 60 | 2 00 | 1 60 | |
| Switzerland - - | - - conveyance from Geneva, Pontarlier, or Huningue, to Dovor. | ditto - | 3 20 | 2 00 | 1 20 | |
| Turkey and the Levant | conveyance from Marseilles to Dovor | ditto - | 3 00 | 2 00 | 1 00 | |
| | Reimbursement to France sum paid to Austria for conveyance through Austrian dominions and through Switzerland. | - - Convention of 1836, Art. 13. | 3 20 | 3 20 | | |
| Austria and Venetian Lombardy. | - - conveyance from frontier town to Dovor. | - - Convention of 1802, Art. 9. | 1 50 | 2 00 | - - | 0 50 |
| | Through Switzerland; paid by France to Austria. | - - Convention of 1836, Art. 13. | 1 80 | 1 80 | | |
| Ionian Islands - - | - - conveyance from frontier town to Dovor. | - - Convention of 1802, Art. 9. | 3 00 | 2 00 | 1 00 | |
| | Through Austria and Switzerland; paid by France to Austria. | - - Convention of 1836, Art. 13. | 2 40 | 2 40 | | |
| Prussia and North of Europe. | - - conveyance from frontier town to Dovor. | - - Convention of 1802, Art. 9. | 1 50 | 2 00 | - - | 0 50 |
| Mediterranean & East Indies, by French packets. | - - packet rate in the Mediterranean; believed to be calculated at - | - - Treasury, and mutual agreement, | 3 00 | 3 00 | 4 00 | |
| | Conveyance from Marseilles to Dovor; believed to be calculated at - | 1837 - | 6 00 | 2 00 | | |

On LETTERS despatched from or destined for *Great Britain*, to or from *Malta, Alexandria*, and the *East Indies*, in the Monthly closed Mail.

| ORIGIN. | Service for which Payment is made. | Authority for the Charge. | Transit Rate at present Paid, per Ounce British. | Proposed Transit Rate. | Reduction. | Increase. |
|---|---|---|---|---|---|---|
| | | | *f.* c. | *f.* c. | *f.* c. | |
| Between Great Britain and Mediterranean, or East Indies - - - | - - Conveyance from Calais to Marseilles, and thence by British packets to Alexandria, and *vice versâ*. | - - - | 4 00 | 2 00 | 2 00 | |
| | - - Conveyance from Calais to Marseilles, and thence by French packets to Alexandria, and *vice versâ*. | Additional Convention of 1839. | 6 00 | 4 00 | 2 00 | |
| | - - Conveyance from Calais to Marseilles, and by French packet from Marseilles to Malta, or from Malta to Alexandria, and *vice versâ*. | - - - | 5 00 | 3 00 | 2 00 | |

(signed) *W. Bokenham.*

STATEMENT of various RATES charged upon the POST-OFFICE of *France* for Conveyance of Letters addressed to or despatched from that Country, from or to British Colonies, or parts Abroad.

| Origin or Destination. | Service for which Payment is made. | Authority for the Charge. | Rate at present Paid per Single Letter under Half an Ounce. | Proposed Rate. | Reduction. | Increase. |
|---|---|---|---|---|---|---|
| By Packets: | | | *s.* *d.* | *s.* *d.* | *s.* *d.* | |
| British West Indies - | - - - - - | - - - | 2 3 | 1 – | 1 3 | |
| Portugal - - - | - - - - - | Convention of 1836. | 2 7 | 1 9 | – 10 | |
| Madeira - - - | - - - - - | | 2 8 | 1 10 | – 10 | |
| Brazils - - - | - - - - - | - - - | 3 7 | 2 9 | – 10 | |
| United States and British North America. | - - - - - | reduced from 2/3. (Rates fixed by Convention of 1836.) | 1 – | 1 – | — | |
| Mexico, Columbia, and Honduras. | - - Conveyance from Calais to Falmouth, and thence by Her Majesty's Packets. | advanced from 3/1. (Rates fixed by Convention of 1836.) | 3 2 | 2 3 | – 11 | |
| Buenos Ayres, Chili, and Peru. | - - - - - | reduced from 3/7. (Rates fixed by Convention of 1836.) | 3 6 | 2 7 | – 11 | |
| Cadiz - - - | - - - - - | Not mentioned in Convention, but charged on the same principle. | 2 2 | 2 2 | — | |
| Hayti - - - | - - - - - | | 2 4 | 1 5 | – 11 | |
| Gibraltar - - - | - - - - - | | 2 6 | 1 – | 1 6 | |
| By private Ships: | | | | | | |
| From France to all parts abroad. | - - Conveyance from Calais to port of departure, and thence by ship. | - - - Convention of 1836. | 1 – | – 8 | – 4 | |
| To France from all parts abroad. | - - Conveyance from port of arrival to Calais. | - - - | 1 6 | – 8 | – 10 | |

For CONVEYANCE OF LETTERS despatched from or destined for *France* to or from *Malta, Alexandria*, and the *East Indies*.

| | | | | *fr.* |
|---|---|---|---|---|
| Between France and Malta, or Alexandria - - - | - - Conveyance by Her Majesty's packets from Marseilles to Alexandria. | - - - | 2 *fr.* per ounce, British. | 2 |
| | - - Conveyance by Her Majesty's packets from Marseilles to Malta, or from Malta to Alexandria. | - - Additional Convention of 1839. | 1 *fr.* per ounce, British. | 1 |

(signed) *W. Bokenham.*

## POSTAGE NEGOTIATION WITH FRANCE.



(6110/42.)

(Memorandum.) 27 April 1842.

The main question that requires decision appears to be, whether the Treasury Minute of the 28th April 1840, shall be adopted as the basis of the negotiation. 8756/40.

(The Postmaster-general refers to the preceding Minute of the 4th of April 1840, but this was abandoned, and the Minute of the 28th April adopted in its stead, with the view of meeting some of the objections raised in Lord Lichfield's letter of 18th April 1840, the one in which the present Postmaster-general expresses his concurrence. The negotiation having been managed in the Treasury, no copy of this latter Minute was sent to the Post-office.) 28940/39. 8756/40.

It may assist in the decision of the above question, to remark that the proposed rates, viz. 12*d.* per ounce British and 20*d.* per ounce French, are, in reality, by no means unfavourable to this country, provided no alteration be made in the existing scales of weight. Most letters, whether written in England or in France, will be kept below the ¼ ounce, in order to avoid a double rate of French postage. The charge on such letters will therefore be 6*d.* British and 5*d.* French, while it will be only on the heavy and less numerous letters that the French office will have the advantage.

I submit, however, that it will be necessary in the future negotiations carefully to bear in mind the importance of this consideration, which does not appear as yet to have been made the object of direct stipulation.

With reference to the recommendation contained in Lord Lichfield's letter of 18th April 1840, viz. that the postage for which each office would have to account to the other should invariably be determined by taking the weight of each mail in bulk, it may be necessary to state that this recommendation was not adopted in the Treasury Minute, for the following reason: viz. that owing to the difference in the two scales of weight already noticed, the English Government would, under such an arrangement, pay to the French Government (for the single postage letters) nearly the full amount of French postage collected in England, while the French Government would pay to the English Government less than half the amount of English postage collected in France on the same class of letters,—a loss to this country of several thousands a year probably, and one which would by no means be counterbalanced by the advantage of simplicity in the accounts; the object to secure which the arrangement is proposed. The objection now stated does not apply to the India mails, which are now charged against this country according to their weight in bulk; and the Treasury Minute is so worded as to leave this arrangement untouched. 8756/40.

Another point for decision is whether the negotiation shall be conducted in London, as proposed in the Treasury Minute, or in Paris, as proposed by the French Government, and by whom it shall be carried on. (The arrangement proposed by the Treasury, viz. that the negotiation should be conducted in London, was objected to by the French Government, and the negotiation was broken off in consequence.) 14052/40.

The only remaining point for decision appears to be, whether the present negotiation shall include the regulation recently agreed to for the establishment of an official post between France and the Channel Islands.

(signed) *Rowland Hill.*

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### Treasury Minute, dated 6 May 1842.

(6110.)

My Lords read the former correspondence which has taken place on this subject.

My Lords are pleased to direct that a copy of their Minute of the 28th of April 1840, be forwarded to the Postmaster-general, and acquaint his Lordship that my Lords do not think it advisable to depart from the principle laid down in that Minute, and in that of their former Minute of the 4th of the same month.

My Lords consider that the rates of 12*d.* per ounce British and 20*d.* per ounce French are not unfavourable to this country, provided no alteration be made in the existing scales of weight, since most letters will, whether written in England or in France, be kept below the one-quarter ounce weight, and on such letters the British charge will be 6*d.* and the French 5*d.*; the maintenance of the existing scales of weight therefore is an essential point in future negotiation.

My Lords agree with the late Postmaster-general that it would not be expedient to make any difference in the rate of charge for letters delivered in Dover or in other parts of the United Kingdom, but that all should pay the uniform rate of 6*d.* the half ounce.

My Lords would further observe, that the proposal made by the Postmaster-general that the postage for which each office should have to account to the other should be determined by taking the weight of each mail in bulk, would, owing to the difference in the charge of weight in the two countries, be most disadvantageous to England, and that the loss would not be compensated by any increased official convenience which has yet been stated.

My Lords see no objection to including in this negotiation the regulation of the post between France and the Channel Islands; and as to the question of carrying on the negotiation in Paris or in London, my Lords willingly leave that point to the direction of the Postmaster-general, as one which must be decided with reference to the convenience of his Lordship's department.

*H. G.*

Appendix, No. 23.

Postage Treaty with France.

6.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 18 Nov. 1842.

Referring to the communication from your Lordships, conveyed in Sir George Clerk's letter of the 10th May last, I beg to state that M. Dubost, of the French Post-office, having arrived in London for the purpose of negotiating the new convention with this department, I have been in personal communication with him, and I now beg to lay before your Lordships the following documents:

No. 1. Copy of the letter from M. Conte of the 9th September last, announcing the mission of M. Dubost to negotiate the treaty with the Postmaster-general.

No. 2. Projet of the proposed Convention as first submitted to the Postmaster-general by M. Dubost.

No. 3. Second and amended copy of the Projet, altered by M. Dubost after discussion of the various articles, but under his protest as regards certain points.

No. 4. Copy of M. Dubost's letter, dated the 3d instant, protesting against Article 33 of the amended Treaty, and arguing in support of the construction put by the French Government on the Treasury Minute of 30th April 1840, as communicated through Lord Palmerston, with reference to Article 29.

No. 5. Copy of a further letter from M. Dubost of 9th instant, enclosing his estimate of the loss which will be sustained by France from the reduction or abolition of the French transit rates on the British correspondence passing through her territory.

No. 6. Copy of letter from Colonel Maberly to M. Conte, dated 26 May 1842.

Your Lordships will see that the principles laid down for the guidance of the Postmaster-general in the Treasury Minute of the 28th April 1840, and the communication of Sir George Clerk of the 10th May last, have been departed from by the French Government, which has taken the present opportunity of consolidating in the proposed new Treaty all the provisions of the various existing conventions, as well as of inserting additional articles, widely, and in my opinion beneficially, extending the postage relations now subsisting between the two countries.

23116/42. From M. Dubost's letter of the 3d instant, it will be seen that the French Government contends for the system of exchanging the letters between the two countries by weight, in bulk, and also for a division of the proposed British rate of 1*s.* into four parts, instead of two, as would be the case under the present scale in operation in this country since the introduction of the penny postage, that is to say, a substitution of a single British rate on a French letter not exceeding a quarter of an ounce of 3*d.*, instead of 6*d.*, insisting that it is justified in this interpretation by the expressions contained in the Treasury Minute of 30th April 1840, though such a construction is opposed to the stipulation contained in your Lordship's letter to me of 10th May last, enclosing copy of the Treasury Minute of 28th April 1840, already alluded to, the substance of which was communicated at the time to the French Government in the letter to M. Conte of 26th May last, a copy of which (No. 6) is enclosed.

In the Convention also, now submitted, the transit rates are arranged on a different principle to that laid down by your Lordships; still I have not thought it right upon these grounds to decline entertaining the Treaty, in the form in which it has been presented to me by M. Dubost; and after having carefully gone through its provisions, and in conjunction with M. Dubost (under his protest, however, as to the points above alluded to, and some others of minor importance,) made various modifications which appeared to me desirable, I forward it for your Lordships' consideration and decision.

I beg to state, however, that in the modified convention I have altered Article 33, according to what I conceived to be your Lordships' directions on the subject, as conveyed to me in your letter of the 10th May last.

Should your Lordships assent to the construction contended for by the French Government, (involving as it does large sacrifices in addition to those originally contemplated,) and to the alteration of the principle as first laid down by your Lordships as to the method of charging the transit rates to and from our colonies and foreign countries, I shall be prepared to go through the convention at any time that may best suit your convenience, as in my opinion, from various minor details requiring your attentive consideration, the

23116/42. subject is one which can only be properly arranged by personal discussion.

I have, &c.
(signed) *Lowther.*

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(No. 1.)

Milord, Paris, le 9 Septembre 1842.

Je reçois l'avis de M. le Ministre des Affaires Étrangères que le Gouvernement du Roi a jugé convenable d'accéder au désir exprimé par le Gouvernement de sa Majesté la Reine du Royaume-Uni de la Grande Bretagne, pour que la négociation d'une nouvelle Convention destinée à régler les relations postales entre les deux pays sur des bases plus liberales, et plus avantageuses, soit suivie à Londres. M. le Ministre m'annonce que M. le Comte de Ste. Aulaire, Ambassadeur de sa Majesté en Angleterre, qui est sur le point de retourner a son poste, sera muni des pouvoirs nécessaires pour signer l'arrangement projeté.

Je

Je suis chargé, Milord, d'avoir l'honneur de vous faire connaître que M. Dubost, l'un des chefs de mon administration se rendra immédiatement à Londres, pour arrêter, de concert avec les officiers qui seront designés par votre signeurie, tous les points qui devront entrer dans la nouvelle Convention, suivant les bases déjà à peu près convenues entre les deux Gouvernements, et pour seconder au besoin le Plénipotentiare du Roi dans la discussion des questions de détail.

M. Dubost n'est sans doute pas inconnu à votre seigneurie. Cet agent a pris une part personelle à la négociation des dernières Conventions postales conclues entre la France et l'Angleterre, notamment de celle qui est relative au transit des correspondances de l'Inde; c'est même sur la demande expresse de votre Gouvernement qu'il fut envoyé à Londres en 1836, pour régler les mesures de détail et d'ordre relative à l'execution de la Convention du 30 Mars.

En recommandant M. Dubost au bon accueil et à la bienveillance de votre seigneurie, permettez moi de exprimer ici, Milord, l'espoir que la negociation projetée, pour le succès de laquelle je fais des vœux sincères, aura un resultat prompt et satisfaisant pour les intérêts des deux pays.

J'ai l'honneur, &c.
Le Conseiller d'Etat,
Directeur de l'Administration des Postés,
(signé) *Conte.*

Milord Lowther,
Maître Général des Postes Britanniques,
à Londres.

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(No. 4.)

Monsieur et cher Colonel, Londres, 3 Nov. 1842.

Je viens aujourd'hui satisfaire à l'engagement que j'ai pris envers vous de donner, dans une forme confidentielle, les motifs qui m'obligent à refuser d'admettre les restrictions que vous avez cru devoir apporter aux termes et au sens de l'Art. 35 du Projet primitif, devenu l'Art. 29 de notre Convention, ainsi que les modifications qu'aurait à subir, par suite de ces restrictions, l'Art. 39 du même Projet, qui est maintenant l'Art. 33. Ces deux articles sont relatifs au mode et aux prix de livraison réciproque des lettres internationales, et au système de taxation de ces lettres, dans le Royaume-Uni de la Grande Bretagne.

La difficulté qui s'élève porte sur deux points bien distincts, que je vais exposer sommairement.

1°. L'Article 35 du Projet primitif stipulait que les lettres internationales seraient respectivement livrées aux poids; savoir, celles de la France, à raison de deux francs par trente grammes; celles du Royaume-Uni à raison de douze pence par once Britannique. Vous avez déclaré dans le cours de nos conférences, Monsieur et cher Colonel, que cet article ne pourrait être admis que sous réserve de l'approbation des Lords de la Trésorerie, attendu que L.L. S.S. regardent comme indispensable que ces lettres soient remises à la taxe, comme elles sont comptées dans les rapports actuels des deux offices.

2°. L'Article 39 du même Projet disposait que la taxe uniforme dont les lettres d'un des deux pays pour l'autre devaient être passibles serait de trois pence par lettre simple, quand cette taxe serait acquittée dans le Royaume-Uni. Vous avez demandé, Monsieur et cher Colonel, en vous appuyant encore sur les ordres des Lords de la Trésorerie, que cette taxe fût fixée à six pence par lettre simple, ou pesant une demi-once, en suivant l'échelle de progression admise actuellement pour la taxation des lettres de l'intérieur.

Pour la justification des restrictions et des modifications que je viens d'indiquer, vous avez bien voulu me communiquer, en copie, une lettre adressée, sous la date du 10 Mai de cette année, au nom des Lords de la Trésorerie, à Milord Maître-général des Postes, dans laquelle lettre je lis, en effet, ce qui suit:

"Milords considèrent que les prix respectifs de douze pence par once Britannique et de vingt décimes par once Française n'offrent pas de conditions défavorables pour l'Angleterre, pourvu qu'il ne soit pas dérogé au mode de progression de l'échelle des poids à appliquer aux lettres d'un pays pour l'autre, lesquelles lettres se renferment généralement dans la limite d'un quart d'once; et à condition aussi que la taxe de ces lettres sera, dans le Royaume-Uni, de six pence, et en France de cinq décimes. Le maintien de l'échelle des poids existante est un point essentiel de la future négociation."

J'ai relu souvent ce passage de la lettre des Lords de la Trésorerie depuis que vous me l'avez remise, mais j'avoue que, malgré mes efforts pour trouver, dans le rapprochement de ces termes avec ceux de la depêche adressée au nom de L.L. S.S. à Lord Palmerston, le 30 Avril 1840, la concordance que le début de la lettre du 10 Mai semble pourtant promettre, je n'ai pas pu parvenir à mettre d'accord les deux texte, et j'ai dû rester convaincu qu'ils expriment deux systêmes entièrement différents, et tout à fait exclusif l'un de l'autre. Il me suffira je crois pour le démontrer, de citer la partie de la dépêche du 30 Avril 1840, où les propositions de M. le Maréchal Soult se trouvent traduites exactement.

"Ces propositions," font remarquer L.L. S.S. "portent que si le Gouvernement Britannique veut réduire ses taxes à un taxe uniforme de 16 pence par once ou 30 grammes, le Gouvernement Français réduira les siennes à un taxe de 20 decimes par once, établissant ce dernier taxe fixe et uniforme entant qu'il sera perçu par ou sur l'office des Postes Britanniques, mais en se réservant la faculté de varier le taxe suivant la distance, lorsqu'il sera perçu par l'office Français; cette taxe variable devant, toutefois, être reglée d'après un tarif calculé de manière à donner, l'un dans l'autre, le même montant de droits que si les lettres étaient soumises à la taxe uniforme."

La pensée du Gouvernement Français ne saurait être, selon moi, plus clairement exprimée. Les deux offices se livreront réciproquement les lettres internationales au poids, comme ils se remittent depuis long temps, et en vertu des Conventions existantes, les lettres de et pour les états du Continent passant par la France. Les prix sont proposés, savoir: pour les lettres de la France à raison de deux francs par trente grammes; pour celles du Royaume-Uni à raison de seize pence par once Britannique. Enfin M. le Maréchal Soult explique que, ne pouvant prendre l'engagement de soumettre, en France, les lettres de et pour le Royaume-Uni à un mode de taxe uniforme, analogue au systême qui a prévalu depuis 1839, en Angleterre, la taxe variable suivant la distance, à percevoir en France sur chacune de ces lettres ne dépassera pas le taxe moyen de cinq decimes.

Les Lords de la Trésorerie font connaître dans le même dépêche qu'ils admettent sans hésiter le principe de la livraison des lettres internationales au poids; et quant au prix de seize pence par once Britannique, proposé par M. le Maréchal Soult pour le port des lettres du Royaume-Uni, L.L. S.S. offrent de le faire descendre jusqu'à douze pence, sous la condition que le Gouvernement Français réduira dans la même proportion la taxe à appliquer en France sur les lettres de ou pour l'Angleterre, ou que, s'il ne peut consentir à abaiser le prix de ces lettres au dessous de deux francs par once, les dites taxes seront appliquées indistinctement pour le parcours sur le territoire des deux pays, à toutes les lettres soit internationales, soit étrangères, échangées entre les deux offices.

D'après cela, s'il est un point qui soit, selon moi, à l'abri de toute contestation, c'est assurément celui qui est relatif à la livraison réciproque, au poids, de l'universalité des lettres internationales ou en transit échangées entre les deux offices. Suivant la proposition de M. le Maréchal Soult et l'adhésion formelle des Lords de la Trésorerie, donné à cette proposition dans la lettre de L.L. S.S. du 30 Mars 1840, la commune intention des parties me semble avoir toujours été jusqu'ici que les lettres internationales, comme les lettres en transit, fussent réciproquement livrées au poids, et non à la taxe.

Maintenant que je crois avoir démontré, en m'appuyant sur les termes mêmes de la lettre du Lords de la Trésorerie du 30 Mars 1840, que l'Article 35 du Projet de Convention exprime fidèlement la pensée dominante de cette lettre, et que cette pensée est en opposition manifeste avec celles que nous trouvons produite dans les instructions adressées à Milord Maître-général des Postes le 10 Mai de cette année, me sera-t-il permis, Monsieur et cher Colonel, d'examiner un moment avec vous comment et jusqu'à quel point il serait possible de concilier entr'eux et de mettre en pratique les termes mêmes de la lettre du 10 Mai concernant le mode de livraison d'un pays pour l'autre?

L.L. S.S. reconnaissent dans cette lettre que "les prix respectifs de douze pence par once Britannique et de vingt décimes par once Français n'offrent pas de conditions défavorables pour l'Angleterre." Mais Milords ajoutent que c'est à condition qu'il ne sera pas dérogé au mode de progression de l'échelle des poids à appliquer aux lettres d'un pays pour l'autre. N'est-il pas évident que voila encore deux propositions qui s'excluent l'un l'autre? En effet, pour que les lettres livrées à la pièce, comme le ferait supposer la seconde de ces propositions restassent dans les termes de la première, c'est à dire, pour que leurs ports respectifs réunis ne produisissent pas plus de douze pence par once, la taxe de chaque lettre étant fixée ainsi que le demandent L.L. S.S., à six pence par lettre simple, il faudrait que, par un accord que l'expérience déclare impossible, toutes les lettres atteignissent uniformément le poids que la loi Anglaise assigne, comme maximum, à la lettre simple. Mais ce cas ne se présente dans aucune combinaison de lettres, et L.L. S.S. font elles-mêmes la remarque que le poids moyen des lettres echangées entre les deux pays n'excède presque jamais un quart d'once.

Il vous paraîtra sans doute démontré, comme à moi, Monsieur et cher Colonel, que dans le système de livraison des lettres à la pièce et malgré la latitude d'une demi-once, accordée par la loi Anglaise pour le poids de la lettre simple, l'office Britannique trouverait constamment dans la correspondance qu'il livrerait à l'office Français quatre lettres à l'once; or, chaque lettre étant taxée six pence, comme le demandent L.L. S.S. dans leur lettre du 10 Mai à Milord Maître-général des Postes, ce ne serait pas douze pence par once que coûteraient à la France les lettres d'Angleterre, mais bien vingt-quatre, c'est à dire le double du prix auquel L.L. S.S. offraient de faire descendre, en 1840, la taxe des lettres du Royaume-Uni pour prix du sacrifice sur les ports de transit, qui étaient demandés, et qui ont été consentis.

Pour qu'un contrat de la nature de celui que nous nous occupons d'établir ait force et dureé, pour qu'il soit possible, il faut que ses bases reposent sur une parfaite réciprocité de sacrifices et d'avantages. Ce principe ne se retrouve plus dans la proposition nouvelle des Lords de la Trésorerie. La France ne peut pas payer deux francs quarante centimes les lettres de l'Angleterre quand votre office ne paierait les siennes que deux francs: cela ne serait pas juste.

La Convention projetée constitue un véritable contrat d'échange. Les lettres que nous nous remettons n'ont, pour nous, de valeur relative que par l'étendu du parcours qu'elles auront fait sur nos territoires respectifs. La superficie de ces territoires devra donc être la règle la plus súre, je dirai même la seule règle qui puisse être admise pour fixer équitablement les prix d'échange des correspondances internationales.

Or, si nous appliquons ce principe général que je crois incontestable à nos propres correspondances et aux territoires qu'elles sillonnent, nous sommes obligés de reconnaître que nous nous en éloignerions plus que jamais, si la dernière proposition des Lords de la Trésorerie pouvait un instant prévaloir dans le réglement de nos relations postales.

La

Appendix, No. 23.

Postage Treaty with France.

| | | |
|---|---|---|
| La superficie officielle du territoire de la France est de 527,686 kilomètres carrés, reduits aux mesures ordinaires de l'Angleterre équivalent à milles carrés - - - - - - - - - - - - - | | ~~329,800~~* |
| La superficie du Royaume-Uni, est pour l'Angleterre - - | 50,325 | 203,748 |
| „ „ l' Ecosse - - - | 29,600 | |
| „ „ l'Irlande - - - | 29,600 | |
| | | 109,735 |
| La superficie du territoire de la France excède donc celle du Royaume-Uni d'environ - - - - - - - - - - - - - | | 94,013<br>~~220,065~~ |

Et se trouve exactement dans le rapport de 3 à 1.

* M. Dubost admits this to be an error. He has been misled in his calculations, and he has requested they may be corrected. His argument therefore is much weakened, the correct measurement of the area of France, according to the data M. Dubost has himself furnished, being only 203,748 square miles.

On peut d'après ces faits soutenir que les lettres livrées par la France à l'Angleterre parcourent une distance moyenne qui est trois fois plus étendue que celle que doivent parcourir, dans les mêmes conditions, les lettres que l'Angleterre livre à la France. Le prix des premières, d'après le principe que je rappelais tout à l'heure, devrait donc triple de celui des secondes; et si la France consent à vous donner ses correspondances pour deux francs par trente grammes ou 50 centimes par lettre, elle serait peut-être fondée à demander que votre office lui livrât celles du Royaume-Uni au prix d'un peu moins de sept pence par once, ou deux pence par lettre, car tel est le rapport de la superficie des deux territoires, et par conséquent de la distance moyenne parcourue respectivement par les correspondances qui prennent naissance sur ces territoires.

Vouz voyez, Monsieur et cher Colonel, jusqu'à quel point ces règles et ces rapports sont méconnus dans la proposition des Lords de la Trésorerie; puisqu'elle aurait pour résultat, ainsi que je l'ai prouvé tout à l'heure, d'assigner aux lettres de l'Angleterre ou à celles dont le port serait acquitté en Angleterre, un prix superieur d'un cinquième à celui auquel la France consentait a réduire ses taxes.

Le taxe de cinq décimes par lettre ou deux francs par 30 grammes pour la France, et celui de trois pence par lettre ou un shilling par once, ne plaçaient pas, sous ce rapport, les deux offices dans des conditions tout à fait normales; mais en les rapprochant de ces conditions, ils permettaient enfin d'abaisser sensiblement les barrières que la cherté des ports de lettres oppose encore, malgré le traité de 1836, à la circulation et à l'accroissement des correspondances entre les deux pays.

Il me reste, Monsieur et cher Colonel, à vous démontrer que les sacrifices que ces reductions réciproque imposerait aux deux états ne pesent pas moins sur la France que sur l'Angleterre.

Depuis mon arrivée à Londres, j'ai prié M. Conte de faire tenir note, pendant dix jours, dans les bureaux d'échange de Paris, Calais, et Boulogne, des lettres internationales échangées avec les bureaux de Londres et Douvres, ainsi que de leur poids, et des taxes qu'elles ont dû subir, tant de la part de l'office Français que de la part de l'office Britannique. Les bulletins journaliers dressés par ces bureaux m'ont été envoyés, et j'en ai fait ressortir les données que vous trouverez ré-unie dans un état que je joins à la présente lettre avec les bulletins des bureaux d'échange, afin que vous puissiez en vérifier l'exactitude.

Les résultats de l'échange de ces lettres pendant dix jours sont, à leur tour, résumés dans le tableau ci-après, qui vous montrera, d'un coup d'œil, la perte, calculée pour une année, qu'auraient à supporter nos deux offices en portant des bases que je me croyais autorisé à regarder comme convenues avant d'avoir connaissance de la lettre des Lords de la Trésorerie du 10 Mai.

| ORIGINE des LETTRES. | Nombre de Lettres. | Poids en Grammes. | Poids moyen par Lettre. | TAXES PERCUES ACTUELLEMENT. EN FRANCE. Par Lettre. | Par 30 Grammes | Sommes. | EN ANGLETERRE. Par Lettre. | Par 30 Gram. | Sommes. |
|---|---|---|---|---|---|---|---|---|---|
| | | | *gr.* | *fr. c.* | *fr. c.* | *fr. c.* | *pence.* | *pence.* | *pence.* |
| Lettres de France - | 481,946 | 2,913,503 | 6 | 1 16 | 5 78 | 561,512 35 | 10 | 50 | 5,461,203<br>~~4,858,214~~ |
| Lettres d'Angleterre | 547,573 | 3,950,677 | 7 3/10 | 1 20 | 4 99 | 657,730 - | 10 1/10 | 43 7/10 | 5,766,087½ |
| Totaux - - - | 1,029,519 | 6,864,180 | 6 5/10 | 1 18 | 5 38 | 1,219,242 35 | 10 3/10 | 46 8/10 | 11,227,290½<br>~~10,622,301½~~ |

Appendix, No. 23.

Postage Treaty with France.

RÉSULTATS DE LA RÉDUCTION DES TAXES.

| ORIGINE des LETTRES. | Nombre de Lettres. | Poids en Grammes. | Poids moyen par Lettre. | TAXES PERCUES ACTUELLEMENT. EN FRANCE. Par Lettre. | Par 30 Grammes | Sommes. | EN ANGLETERRE. Par Lettre. | Par Grams. | Sommes. |
|---|---|---|---|---|---|---|---|---|---|
| | | | *gr.* | *fr. c.* | *fr. c.* | *fr. c.* | *pence.* | *pence.* | *pence.* |
| Lettres de France - | 481,946 | 2,913,503 | 6 | - 50 | 2 - | 205,609 24 | 3 | 12 | 1,395,541 |
| Lettres d'Angleterre | 547,573 | 3,950,677 | 7 2/10 | - 50 | 2 - | 264,151 59 | 3 | 12 | 1,584,866 |
| Totaux - - - | 1,029,519 | 6,864,180 | 6 6/10 | - 50 | 2 - | 469,760 83 | 3 | 12 | 2,980,407 |
| Perte pour les deux Offices - - - | | | | - 68 | 3 38 | 749,481 52 | 7 2/10 | 34 8/10 | 8,246,883 1/2 ~~7,643,894 1/2~~ |

| | *fr.* *c.* |
|---|---|
| Ainsi, Monsieur et cher Colonel, le précédent tableau nous prouve que si votre office doit perdre sur le port des lettres internationales - - - | 764,389 45 |
| L'office de France perdra de son côté, sur les mêmes lettres - - - | 749,481 52 |
| En sorte que l'office Britannique ne perdrait réellement au-delà de ce que doit perdre l'office de France, que - - - - - - - - | 14,907 83 |
| Mais comme il est juste de faire entrer en ligne de compte le sacrifice que fait la France, par les réduction des prix de transit de lettres étrangères de et pour le Royaume-Uni, sacrifice qui s'élève en comprenant le transit des lettres de l'Inde à - - - - - - - - - - | 331,642 - |
| Il s'ensuit que la balance des pertes réciproque se trouverait être, au préjudice de la France d'une somme annuelle de - - - - - | 316,734 17 |

La même situation se présente, d'une manière non moins réelle, sous un autre aspect qui est plus désavantageux encore pour la France.

| | *fr.* |
|---|---|
| Nous venons de voir que la France perdrait, sur ses correspondances internationales une somme annuelle de - - - - - - - - | 749,481 - |
| Elle perdrait, en outre, sur les correspondances transitant par son territoire une autre somme de - - - - - - - - - - - - | 331,642 - |
| Total des Pertes de la France - - - - - | 1,081,123 - |

| | *fr.* |
|---|---|
| Tandis que l'Angleterre, qui perdrait, à la verité, sur ces correspondances internationales une somme de - - - - - - - - - | 764,389 - |
| Se trouverait dégrévée, sur les prix de transit qu'elle paie en ce moment à la France, d'une somme de - - - - - - - - - - | 331,642 - |
| D'où il resulte que la perte annuelle de votre office se réduira à la somme de - - - - - - - - - - - - - | 432,747 - |

Voilà, si je ne me trompe, et il vous sera faite, Monsieur et cher Colonel, de vérifier mes calculs, quel serait le résultat définitif, au point de vue des finances des deux pays, de l'abaissement réciproque de la taxe des lettres internationales, en partant des bases admises par les Lords de la Trésorerie eux-mêmes, dans leur lettre à Lord Palmerston du 30 Avril 1840. Vous voyez que le sacrifice de la France dépasse de beaucoup, sur ce point celui qui incombe à l'Angleterre. Nous l'acceptons sans regret, parceque nous sommes convaincus qu'il est nécessaire et même indispensable au bien-être des deux peuples comme au progrès de leurs relations commerciales. Mais pour que ce sacrifice porte ses fruits, il faut qu'il soit entier et complet, et par conséquent partagé. Que si, contre notre espoir, L.L. S.S. qui avaient accepté et même dépassé en 1840, les propositions libérales du Gouvernement Français, touchant l'abaissement des ports de lettres, reculaient aujourd'hui devant une perte de quelque centimes de mille francs, quand la France consent à perdre presque

presque deux fois autant que l'Angleterre, alors, et en supposant, ce qui est peu probable, que la Convention qui est en discussion fût encore possible, on pourrait bien prédire que les deux pays, comme les deux offices, ne recueilleraient aucun fruit de cet arrangement; car le public et le commerce, trompés dans l'attente où ils sont d'une notable réduction sur le port des lettres internationales, continueraient à user des voies interlopes qui abondent sur nos côtes, pour soustraire leurs correspondances à un impôt que toutes les classes de la société s'accordent à trouver excessif.

Au risque de vous accabler de mes chiffres et de mes statistiques, Monsieur et cher Colonel, je terminerai cette lettre par une preuve, convaincante pour moi, du détournement qui se fait des correspondances par la fraude, au préjudice de nos offices respectifs. Je tire cette preuve de la situation comparée des relations postales de la France avec l'Angleterre et la Belgique, que vous trouverez exposée dans le tableau ci-après:

Lettres Internationales échangées annuellement entre la France et

| La Grande Bretagne. | | | La Belgique. | | |
|---|---|---|---|---|---|
| Population du Royaume-Uni. | Nombre de Lettres Echangées. | Nom. de Lettres 1000 par ~~100~~ Habitans. | Population de la Belgique. | Nombre de Lettres Echangées. | Nom. de Lettres 1000 par ~~100~~ Habitans. |
| Hab. 28,000,000 | 1,029,519 | 35 | Hab. 4,000,000 | 1,000,000 | 250 |

Je ne sais, Monsieur et cher Colonel, si vous porterez sur les faits que présente ce tableau, le même jugement que moi. Je trouve qu'ils parlent bien haut contre l'exagération de nos taxes; car la différence énorme qui apparait dans la proportion du nombre des lettres échangées entre la France et la Belgique, comparée à celles des lettres dont se compris le mouvement des correspondances constaté par les comptes de nos deux offices, ne peut être attribuée qu'à cette seule cause: autrement, comprendrait-on qu'entre la France et l'Angleterre il s'échange proportionnellement sept fois moins de lettres qu'entre la France et la Belgique?

J'espère donc, Monsieur et cher Colonel, que, partageant mes vues sur ce point, vous saurez, avec l'appui de Milord Maître-général des Postes, faire revenir les Lords de la Trésorerie sur la résolution annoncée dans leur lettre du 10 Mai de cette année, et que L.L. S.S. vous autoriseront à admettre les propositions que j'ai eu ordre de présenter dans les Art. 35 et 39 du premier Projet de la Convention postale.

J'ai l'honneur, Monsieur et cher Colonel, de vous réitérer l'assurance de ma plus parfaite consideration et de mon affectueux devouement.

(signé) *Dubost.*

Monsieur le Colonel Maberly,
&c. &c. &c.

ETAT indiquant le NOMBRE et le POIDS des LETTRES INTERNATIONALES Échangées entre les Offices des Postes de *France* et d'*Angleterre*, pendant les Dix Premiers Jours du Mois d'*Octobre* 1842 ; les Sommes Perçues par les Offices respectifs sur ces Lettres, et l'Évaluation des Pertes devant résulter, pour ces Offices, de la Réduction des Taxes, proposée par les Lords de la Trésorerie dans la Lettre de L.L. S.S. à Lord *Palmerston*, du 30 Mars 1840.

| Origine et Destination des Lettres Échangées entre les Offices de France et d'Angleterre, pendant les Dix Premiers Jours d'Octobre 1842. | | Nombre des Lettres Échangées du 1 au 10 Octobre 1842. | POIDS des LETTRES. | | TAXES ACTUELLEMENT PERCUES PAR | | | | | | PRIX RÉDUITE d'après les Basses Posées dans la Lettre des Lords de la Trésorerie, du 30 Avril 1840. | | | | | | PERTE. | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | L'Office de France. | | | L'Office Britannique. | | | Taxes Françaises. | | | Taxes Anglaises. | | | Pour la France. | | | Pour l'Angleterre. | | |
| | | | | | Prix et Ports Moyens. | | Sommes Perçues. | Prix et Ports Moyens. | | Sommes Perçues. | Prix et Ports Moyens. | | Sommes à Perçevoir. | Prix et Ports Moyens. | | Sommes à Perçevoir. | Sur le Prix et Ports Moyens. | | TOTAL. | Sur les Prix et Ports Moyens. | | TOTAL. |
| | | | Total. | Poids moyens par Lettre. | Par Lettre. | Par 30 gr. | | Par Lettre. | Par 30 gr. | | Par Lettre. | Par 30 gr. | | Par Lettre. | Par 30 gr. | | Par Lettre. | Par 30 gr. | | Par Letter. | Par 30 gr. | |
| | | | *grammes.* | *gram.* | *fr. c.* | *fr. c.* | *fr. c.* | *pence.* | *pence.* | *pence.* | *fr. c.* | *fr. c.* | *fr. c.* | *pence.* | *pence.* | *pence.* | *fr. c.* | *fr. c.* | *fr. c.* | *pence.* | *pence.* | *pence.* |
| **Envois de la France :** | | | | | | | | | | | | | | | | | | | | | |
| Lettres de | Paris pour Londres et Douvres. affr. jusqu'à destn | 1,531 | 9,485 | 6 2/10 | 1 42 | 6 90 | 2,144 20 | - - | - - | - - | - 50 | - - | 765 50 | - - | 12 | 3,794 | | | | | |
| | affr. jusqu'à la fr. | 388 | 1,970 | 5 | 1 20 | 7 09 | 466 60 | - - | - - | - - | - 50 | - - | 194 - | 3 | - - | 1,164 | | | | | |
| | non affranchis | 7,576 | 48,005 | 6 3/10 | 1 33 | 6 33 | 10,127 80 | - - | - - | - - | - - | 2 - | 3,200 33 | 3 | - - | 22,728 | | | | | |
| | Calais pour Londres et Douvres. affr. jusqu'à destn | 379 | 2,045 | 5 4/10 | - 72 | 4 02 | 274 50 | - - | - - | - - | - 50 | - - | 189 50 | - - | 12 | 818 | | | | | |
| | affr. jusqu'à la fr. | 83 | 417 | 5 | - 82 | 4 93 | 68 60 | - - | - - | - - | - 50 | - - | 41 50 | 3 | - - | 249 | | | | | |
| | non affranchis | 2,111 | 11,625 | 5 5/10 | - 77 | 4 20 | 1,628 10 | - - | - - | - - | - - | 2 - | 775 - | 3 | - - | 6,333 | | | | | |
| | Boulogne pour Londres et Douvres. affr. jusqu'à destn | 311 | 1,683 | 5 4/10 | - 56 | 3 10 | 174 10 | - - | - - | - - | - 50 | - - | 155 50 | - - | 12 | 673 | | | | | |
| | affr. jusqu'à la fr. | 32 | 155 | 4 8/10 | - 47 | 2 91 | 15 05 | - - | - - | - - | - 50 | - - | 16 - | 3 | - - | 96 | | | | | |
| | non affranchis | 793 | 4,437 | 5 6/10 | - 56 | 3 - | 445 - | - - | - - | - - | - - | 2 - | 295 80 | 3 | - - | 2,379 | | | | | |
| | TOTAUX | 13,204 | 79,822 | 6 | 1 16 | 5 78 | 15,383 95 | 10 | 50 | 133,036 | - 50 | 2 - | 5,633 13 | 3 | 12 | 38,234 | - 66 | 3 78 | 9,750 77 | 7 | 38 | 94,802 |
| **Envois de l'Angleterre :** | | | | | | | | | | | | | | | | | | | | | |
| Lettres de | Londres et Douvres pour Calais. affr. jusqu'à destn | 2,449 | 17,610 | 7 1/10 | 1 42 | 5 93 | 3,482 30 | 10 5/10 | 44 | 25,863 | - 50 | - - | 1,224 50 | 3 | - - | 7,347 | | | | | |
| | affr. jusqu'à la fr. | 1,652 | 14,955 | 9 | 1 66 | 5 50 | 2,743 - | 11 1/10 | 36 8/10 | 18,342 | - 50 | - - | 826 - | 3 | - - | 4,956 | | | | | |
| | non affranchis | 6,162 | 44,940 | 7 3/10 | 1 36 | 5 61 | 8,417 60 | 10 9/10 | 43 7/10 | 65,511 | - - | 2 - | 2,996 - | - - | 12 | 17,976 | | | | | |
| | Londres et Douvres pour Calais. affr. jusqu'à destn | 560 | 3,501 | 6 2/10 | - 79 | 3 78 | 442 50 | 10 | 48 1/10 | 5,622 | - 50 | - - | 280 - | 3 | - - | 1,680 | | | | | |
| | affr. jusqu'à la fr. | 410 | 3,096 | 7 5/10 | - 89 | 3 53 | 365 10 | 11 3/10 | 44 5/10 | 4,601 | - 50 | - - | 205 - | 3 | - - | 1,230 | | | | | |
| | non affranchis | 1,574 | 10,401 | 6 6/10 | - 79 | 3 57 | 1,240 20 | 10 1/10 | 46 2/10 | 16,020 | - - | 2 - | 693 40 | - - | 12 | 4,160 | | | | | |
| | Londres et Douvres pour Calais. affr. jusqu'à destn | 767 | 4,555 | 5 9/10 | - 62 | 3 15 | 478 50 | 9 9/10 | 49 9/10 | 7,587 | - 50 | - - | 383 50 | 3 | - - | 2,301 | | | | | |
| | affr. jusqu'à la fr. | 325 | 2,188 | 6 7/10 | - 59 | 2 65 | 193 40 | 10 1/10 | 45 3/10 | 3,305 | - 50 | - - | 162 50 | 3 | - - | 975 | | | | | |
| | non affranchis | 1,103 | 6,992 | 6 3/10 | - 59 | 2 82 | 657 40 | 10 | 47 7/10 | 11,124 | - - | 2 - | 466 13 | - - | 12 | 2,796 | | | | | |
| | TOTAUX | 28,206 | 188,060 | 7 2/10 | 1 20 | 4 99 | 18,020 - | 10 5/10 | 43 7/10 | 157,975 | - 50 | 2 - | 7,237 03 | 3 | 12 | 43,421 | - 70 | 2 99 | 10,782 97 | 7 5/10 | 31 7/10 | 114,554 |
| **RECAPITULATION :** | | | | | | | | | | | | | | | | | | | | | |
| Envois de la France | | 13,204 | 79,822 | 6 | 1 16 | 5 78 | 15,383 95 | 10 | 50 | 133,036 | - 50 | 2 - | 5,633 13 | 3 | 12 | 38,234 | - 66 | 3 78 | 9,750 77 | 7 | 38 | 94,802 |
| Envois de l'Angleterre | | 15,002 | 108,238 | 7 3/10 | 1 20 | 4 99 | 18,020 - | 10 5/10 | 43 7/10 | 157,975 | - 50 | 2 - | 7,237 03 | 3 | 12 | 43,421 | - 70 | 2 99 | 10,782 97 | 7 5/10 | 31 7/10 | 114,554 |
| | TOTAUX | 28,206 | 188,060 | 6 6/10 | 1 18 | 5 38 | 33,403 95 | 10 2/10 | 46 8/10 | 291,011 | - 50 | 2 - | 12,870 16 | 3 | 12 | 81,655 | - 68 | 3 38 | 20,533 74 | 7 2/10 | 34 8/10 | 209,356 |

* *N.B.*—M. Dubost having reason to doubt the accuracy of the Returns received by him from France as to the British proportion of postage, has stated the total number of letters in the above Return at 30,000 only.

(No. 5.)

Monsieur et cher Colonel, Londres, 9 Novembre 1842.

J'ai l'honneur de vous envoyer ci-joint le tableau qui j'ai fait dresser d'après les documents officiels, constatant la perte devant résulter pour la France de la réduction ou de l'abolition des prix de transit appliqués en ce moment sur les lettres continentales et autres de et pour l'Angleterre, passant par la France, conformément au Projet de Convention.

En définitive, ce tableau presente pour résultat—

| | *fr.* | *c.* |
|---|---|---|
| 1° Perte pour le trésor Français - - - - - - | 213,856 | 20 |
| 2° Bénéfice - - - - - - - - - - - | 12,702 | — |
| D'où il résulte une perte définitive annuelle de - - - - | 201,154 | 20 |

En vous priant, Monsieur et cher Colonel, de vouloir bien joindre ce tableau à ma lettre confidentielle du 4 de ce mois, je vous prie d'agréer la nouvelle assurance de mon affectueux dévouement.

(signé) *Dubost.*

Monsieur le Colonel Maberly,
Secretaire du Post-office.

*P.S.* Je vous aurais une bien sincère obligation si vous vouliez bien me faire établir le tableau des évaluations qui vous avez faites des pertes que l'office Britannique éprouverait par l'application entière des stipulations du Projet de Convention, tel que je l'avais presenté, en y comprenant les effets de l'Article 72.

ÉVALUATION de la Perte devant résulter pour la *France* de la Réduction où de l'Abolition des Prix de Transit des LETTRES CONTINENTALES et autres de et pour l'*Angleterre*, passant par la *France*, conformément au Projet de Convention.

| ORIGINE ET DESTINATION des CORRESPONDANCES. | POIDS DES LETTRES. | | PRIX DE TRANSIT par 30 Grammes. | | | RESULTAT DU DÉCOMPTE à la CHARGE DE L'ANGLETERRE. | | | Prix de Transit fr. c. réduits ou abolis par la Convention Projetée. | | PERTE pour le Trésor Français. | BÉNÉFICE pour le Trésor Français. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Du Mois de Decembre 1841. | Évalué pour l'Année entière. | Revenant aux Offices Étrangers. | Revenant à la France. | TOTAL. | Quote des Offices Étrangers. | Part de l'Office Français. | TOTAL. | Prix. | Resultat du Décompte après Reduction. | | |
| | *gr.* | *gr.* | *fr. c.* | *fr. c.* | *fr. c.* | *fr. c.* | *fr. c.* | *fr. c.* | *r. c.* | *fr. c.* | *fr. c.* | *fr. c.* |
| Envois da la Grande Bretagne: | | | | | | | | | | | | |
| Pour La Turquie et le Levant par l'Autriche | 11,550 | 138,600 | - - | 3 - | 3 - | - - - | 13,860 - | 13,860 - | - - | - - - | 13,860 - | - - |
| Pour La Turquie et le Levant par les Paquebots | 7,380 | 88,560 | - - | 9 - | 9 - | - - - | 26,568 - | 26,568 - | 4 - | 11,808 - | 14,760 - | - - |
| Pour L'Espagne, le Portugal, &c. | 18,240 | 218,880 | - | 3 60 | 3 60 | - - - | 26,265 60 | 26,265 60 | 2 - | 14,592 - | 11,673 60 | - |
| | | | | | | | | | | 85,008 - | | |
| Pour Les Etats Sardes et l'Italie Méridle | 106,260 | 1,275,120 | - - | 3 20 | 3 20 | - - - | 136,012 80 | 136,012 80 | 2 - | ~~83,008~~ - | 53,004 80 | - - |
| Pour Le Royaume Lombardo Vénetien | 11,410 | 136,920 | - - | 3 20 | 3 20 | - - - | 14,604 80 | 14,604 80 | - - | - - - | 14,604 80 | - - |
| Pour L'Allemagne et les Etats du Nord | 31,080 | 372,960 | - - | 1 50 | 1 50 | - - - | 18,648 - | 18,648 - | - - | - - - | 18,648 - | - - |
| Envois de la France: | | | | | | | | | | | | |
| De La Turquie et du Levant par l'Autriche | 12,090 | 145,080 | 3 - | 3 20 | 6 20 | 14,508 - | 15,475 20 | 29,983 20 | 2 - | 9,672 - | 5,803 20 | - - |
| De La Turquie et du Levant par les Paquebots | 14,080 | 168,960 | - - | 9 - | 9 - | - - - | 50,688 - | 50,688 - | 4 - | 22,528 - | 28,160 - | - - |
| De Des Iles Ioniennes par l'Autriche | 1,640 | 19,680 | 3 - | 2 40 | 5 40 | 1,968 - | 1,574 40 | 3,542 40 | 2 - | 1,312 - | 262 40 | - - |
| De L'Espagne et du Portugal | 18,160 | 217,920 | - - | 3 60 | 3 60 | - - - | 26,150 40 | 26,150 40 | 2 - | 14,528 - | 11,622 40 | - - |
| De Etats Sardes et de l'Italie Méridle | 69,170 | 830,040 | - - | 3 20 | 3 20 | - - - | 88,537 60 | 88,537 60 | 2 - | 55,336 - | 33,201 60 | - |
| De L'Autriche et du Royaume Lombardo Vénetien | 35,130 | 421,560 | 1 80 | 1 50 | 3 30 | 25,293 60 | 21,078 - | 46,371 60 | 2 - | 28,104 - | - - - | 7,026 - |
| De Cantons Suisses | 17,200 | 206,400 | - - | 3 20 | 3 20 | - - - | 22,016 - | 22,016 - | 2 - | 13,760 - | 8,256 - | - |
| De L'Allemagne et les Etats du Nord | 28,380 | 340,560 | - - | 1 50 | 1 50 | - - - | 17,028 - | 17,028 - | 2 - | 22,704 - | - - - | 5,676 - |
| | | 240 | | | | | | | | 279,352 - | 211,856 80 | |
| TOTAUX | 381,770 | 4,581,~~340~~ | - - | - - | - - | 41,769 60 | 478,506 ~~80~~ | 520,276 40 | - - | ~~277,352~~ - | ~~213,856~~ ~~20~~ | 12,702 - |
| | | | | | | | | | | | À déduire le Bénéfice | 12,702 - |
| | | | | | | | | | | | | 199,154 80 |
| | | | | | | | | | | | Reste en perte pour la France | ~~201,154~~ ~~20~~ |

(No. 6.)

Sir, General Post-office, 26 May 1842. Appendix, No. 23.

Postage Treaty with France.

Referring to my letter of the 21st December last, I am directed by the Postmaster-general to acquaint you that having communicated to the Lords of Her Majesty's Treasury that he was prepared to resume the consideration of a further Convention with France for the mutual reduction of postage between the two countries, he has received their Lordships' instructions as to the arrangements to which they are disposed to accede.

The propositions made by Marshal Soult in his letter of the 8th December 1839, were to the effect that the British Government should reduce their rate of postage on letters to and from France to an uniform charge of 16 *d.* per ounce, and that the French rate on letters to and from the United Kingdom should be, in like manner, reduced to 20 decimes per ounce, when such rate is levied in this country; the French Post-office reserving to itself, however, the power of varying the rate, according to distance, when collected in France, on the understanding that such varying charges should be regulated according to a scale calculated to produce on an average the same amount of postage as though the letters had been subjected to the uniform rate.

To this arrangement Her Majesty's Government have no objection, but as they are desirous of fixing the British rate at a still lower amount than that proposed by Marshal Soult, viz. at 1 *s.* per ounce, they trust that in consideration of this reduction, and of the great importance of promoting, by every possible means, the friendly intercourse now existing between the two countries, the French Government will not object to an equivalent reduction in the French rates proposed in Marshal Soult's letter.

Should it not be considered expedient, however, by the French Government to comply with this suggestion, the Lords of the Treasury still propose to fix the British rate at the sum stated, 1 *s.* per ounce, leaving the French rate at 20 decimes per ounce, with the understanding that such rates are to apply to all letters passing between the two countries, whether conveyed from one to the other by packet or private ship, and whether originating in one country and delivered in the other, or passing through one country on the way to or from the other; provided, however, that French letters passing through this country on their way to or from parts beyond the limits of the United Kingdom, shall, in addition, be liable to the same rates as are charged on British letters for conveyance beyond the said limits, and that, in like manner, British letters passing through France, on their way to or from parts beyond the limits of that kingdom, shall, in addition to the uniform rate of 20 decimes per ounce, be liable to any French packet rate, or to any foreign rate charged to France by other countries, for conveyance beyond the said limits.

It is further proposed that these rates of postage shall be collected respectively by the two Governments, and shall be accounted for between one Government and the other, in the same manner as at present.

The Lords of the Treasury have also informed the Postmaster-general that they have no objection to include in the present negotiation the regulation of the post between France and the Channel Islands, and that they are ready to enter into a consideration of other points of the Convention of the 30th March 1836 in a friendly spirit, and with a view of rendering it more perfect, as proposed by the French Government; but adverting to the proposed low rates of postage, and to the laws and regulations of this department, their Lordships do not consider that it will be feasible to make any special regulations for the conveyance by the post of printed circulars.

The Postmaster-general directs me to add, that he fears the great pressure of business which continues to be experienced in this department will render it impossible for his Lordship to dispatch an officer conversant with the subject to Paris, as you request; but if it could be made convenient to the French post-office to send one of its officers to this country, his Lordship is of opinion that the negotiation could be advantageously carried on between Lord Aberdeen and M. de St. Aulaire in London. On this point, however, as well as with regard to the general subjects to be discussed, I am directed to request you will favour me, for the Postmaster-general's information, with your views, on learning which his Lordship will communicate further with the Lords of the Treasury.

I have, &c.

M. Conte, &c. &c. &c. Paris. (signed) *W. L. Maberly.*

Appendix, No. 23.

Postage Treaty with France.

TREASURY MINUTE on the foregoing Papers, dated 20 December 1842.

ACQUAINT the Postmaster-general that my Lords do not consider the proposals of the French Government as liable to objection on the ground of their giving a more extended operation to the principles laid down in the Minutes of the Board of the 28th April 1840, and the 10th May 1842. On the contrary, the consolidation in one treaty of all the provisions of the existing Post-office Conventions appears to my Lords calculated to produce great convenience, while the extension of the Post-office relations between the two countries beyond what was originally contemplated, so long as it is based on principles of just reciprocity, and not carried beyond what is safe with reference to revenue, can only have a beneficial effect on the intercourse and friendly relations of the two countries.

In addressing themselves to the objections which Mr. Dubost has raised to the two Articles 29 and 33 of the amended Projet, my Lords think it unnecessary to discuss how far the Minute of the 10th May last coincides with or differs from that which had been communicated to the French Government in 1840; because as the negotiations, which had been suspended in 1840, were renewed in 1842, after a communication to the French Government, and consequently with a full knowledge on their part of the Minute of May 1842, my Lords cannot suppose that the French Government could have been unprepared to adopt the latter Minute (even if different in principle from that of April 1840) as the basis of future negotiations.

One point for which Mr. Dubost contends, is the exchange in bulk of the letters which pass between the two countries at the respective rates of 1 *s.* per ounce for the British, and two francs per ounce for the French Post-office. It is obvious, from the different weights at which a single rate of postage is charged in England and in France, that an exchange in bulk must necessarily be disadvantageous to this country in a pecuniary point of view. But, at the same time, as the loss does not appear to be considerable, and as the exchange in bulk has some advantages as regards simplification of accounts and general official convenience, my Lords do not feel disposed to insist upon their objection to the exchange in bulk at the rates respectively specified, provided that their objections to other parts of the Projet are removed.

The next point against which Mr. Dubost protests, is that alteration of his original Projet which will authorise the British Post-office to charge on French letters delivered in the United Kingdom a rate of 6 *d.* upon each single letter not exceeding half an ounce, and so on in proportion, according to the scale now in operation in the United Kingdom. He contends that the charge should be reduced to a rate of 3 *d.* for each single letter not exceeding a quarter of an ounce, the charge upon heavier letters being increased in the ratio of an additional rate of 3 *d.* upon each additional quarter of an ounce.

My Lords have no hesitation in pronouncing this proposal of Mr. Dubost to be altogether inadmissible. The adoption of it would cause a loss to the revenue which my Lords do not feel themselves justified in sanctioning; and it appears to my Lords yet more wanting in that reciprocity which can be the only satisfactory basis of any international arrangement. By the articles of the Projet, France is authorised to charge on British letters delivered in France, a rate of postage varying according to distance, but which is supposed by Mr. Dubost to average a mean rate of 5 *d.* per letter.

To require, therefore, from this country, in addition to the reductions which have already taken place, and without equivalents on French letters, a further reduction of 70 per cent., or to charge only 3 *d.* instead of 10 *d.* on French letters delivered in England, while a rate of not less than 5 *d.* is charged on English letters delivered in France, appears to my Lords to be altogether unjust.

The Postmaster-general, therefore, will decline altogether to accede to this proposition. He will not fail to express his belief, founded on Returns in his possession, that the real average rate of charge under the French system or British system will exceed 5 *d.* a letter, and approach nearly, if not quite, to 6 *d.* when collected in France, and upon that he will ground his claim to maintain for the British Post-office the charge of 6 *d.* also. Should, however, any proposal be made by Mr. Dubost to reduce the average rate of charge on British letters, either by lowering the rate to Paris, and to places beyond it, or by other means, my Lords will not then be unwilling, under all the circumstances of the case, to accede to the levy in the United Kingdom of a uniform single rate of 5 *d.* only, instead of the 6 *d.*, as now proposed in the Projet.

With respect to the charge to be made on letters in transit through either country respectively, my Lords had proposed to extend to transit letters the same rates of charge which they had agreed to adopt as to international letters, leaving the charge of conveyance beyond the limits of either country as an additional charge upon the letters conveyed. Nor could anything be more just in principle than that letters conveyed to Liverpool or Falmouth, whether afterwards forwarded or not to foreign countries, should pay to these points the same rate of postage. The French Government, however, have proposed to adopt that principle only as applicable to British letters in transit to or from any part of the continent of Europe, with some slight exceptions, and to charge four francs per ounce on letters

in transit through France to or from India or the Mediterranean in closed mails; the expense of conveyance beyond the limits of France being, in all cases where the service is performed by her packets, an additional charge. France, on the other hand, proposes to pay to Great Britian four francs per ounce, in satisfaction, not of the mere transit postage, but of that which may be required for the conveyance of the letter to the ports of the country which may be its ultimate destination beyond the limits of the United Kingdom.

Appendix, No. 23.
Postage Treaty with France.

Hence it is clear that as regards the respective colonies of England and of France, there is no approach to reciprocity; the charge of four francs in the one case covering the whole charge of a French letter to its ultimate destination, and in the case of an English letter only a proportion, viz. the conveyance through France alone. My Lords are aware, however, that the reduction in the transit rates through France to European countries, &c. &c. at the rate proposed, coupled with the advantage of sending such letters in closed mails, does afford considerable facility to the communications of this country with other foreign states of Europe, and is not afforded without a considerable sacrifice of revenue, on the part of France as well as of Great Britain.

Although, therefore, my Lords consider themselves entitled to press for that perfect equality of transit charges in the two countries which was originally put forward in the Minute of April 1840, and think that the Postmaster-general should make every effort to obtain it, my Lords nevertheless are willing, in the event of his failure on this point, to accept the arrangement as proposed. One point, however, for which the Projet makes no provision requires to be attended to. It must be clearly laid down that the payment of four francs per ounce to Great Britain is only to guarantee the postage to the port at which the letters are delivered by a British packet. For instance, the postage from Halifax to Quebec, or to other parts of Canada, is, and must continue to be, quite independent of, and in addition to the charge of four francs per ounce, or otherwise this country would have to defray colonial postages, for which no compensation would be received from France.

My Lords find it difficult, notwithstanding the information furnished by the General Post-office, and by Mr. Dubost, to form a very accurate calculation of the effect of the proposed alterations on the Post-office revenue in either of the two countries. My Lords believe that the loss to each will in amount be nearly the same. To accuracy on this point, however, my Lords attach the less importance, because they cannot admit that the mere amount of pecuniary loss is a just measure of the value of the sacrifice made by each country respectively. A far more just criterion is the proportion which the sum surrendered bears to the whole amount of the revenue of the department in each country; and my Lords trust that the Postmaster-general will so present the matter to Mr. Dubost as to satisfy him that the proposals made by Great Britain are, when viewed in this light, most liberal, and only to be justified by the expectation of those increased mutual advantages which greater facility of intercourse between nations never fails to carry with it.

My Lords forbear to enter into the many minor points of detail which the Projet of the Treaty presents, and which will all require the Postmaster-general's consideration. They are convinced that if the points to which they have adverted in this Minute be satisfactorily settled, there can be but little if any difficulty in arranging the remainder; and they willingly trust the discussion and settlement of them to the Postmaster-general, whose experience and general knowledge of the subject ensure the completion of these arrangements in a manner the most advantageous to the service over which his Lordship presides.

*N.B.*—The articles agreed upon between the Post-offices of England and France were presented to The House on the 13th July.

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## Appendix, No. 24.

### POSTAGE ON LETTERS THROUGH INDIA TO AUSTRALIA, &c.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 10 February 1843.

Appendix, No. 24.
Postage on Letters through India to Australia, &c.

I BEG to bring before your Lordships a subject which has lately been under my consideration, viz. a fixed and periodical communication by packet mails between this country and Sydney, New South Wales; and I am disposed to think that such an arrangement, could it be effected, would prove a great boon to the public, and by the additional security and regularity it would afford, materially tend to diminish the complaints of the failure of letters, &c., which, I am given to understand, are repeatedly made to the Secretary of State for the Colonies.

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

I am aware that some difficulty might be experienced in carrying out such a measure, from the detention of vessels for freight, &c.; still I submit that the question should be brought before the Admiralty, requesting that Board to make inquiry upon what terms the principal owners of vessels engaged in the trade with Sydney would enter into a contract for the conveyance of packet-mails once in every month, to sail on a fixed day from this country and Sydney respectively; but accompanied by no other condition than that of a periodical departure of the vessels, as any other stipulations, it is conceived, would so interfere with their trade that the sum which would be demanded for it would be out of all proportion to the amount of correspondence to be conveyed.

I have, &c.
(signed) *Lowther.*

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Treasury Minute, dated 14th February 1843, on the foregoing Letter.

Transmit a copy of this Report to the Secretary to the Admiralty, and request that he will lay it before the Lords of the Admiralty, and move their Lordships to favour my Lords with their opinion on the subject.

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Sir, Admiralty, 2 March 1843.

I have received and laid before my Lords Commissioners of the Admiralty your letter of the 17th ultimo, transmitting the copy of one from the Postmaster-general respecting a proposed arrangement for a fixed and periodical communication with Sydney, and requesting the opinion of my Lords upon this subject.

Their Lordships desire me to acquaint you, in reply, for the information of the Lords Commissioners of Her Majesty's Treasury, that upon inquiry of the principal brokers and shipowners engaged in the trade with Australia, they find a disposition exists to enter into an arrangement for the purpose, provided it was for term of years, and that a certain sum was paid for each ship employed as well on the outward as on the homeward voyage.

It was represented that, to execute the service properly, it would in all probability require 15 ships; and that as return freights could not be calculated upon for six or seven months in the year, it could not be undertaken at a less rate than 1,000 *l.* for each vessel employed on the outward voyage, and a like sum for the homeward voyage; making in the whole 30,000 *l.* a year if 15 ships were required to be employed, or 24,000 *l.* per annum if the service could be executed with only 12 ships.

I am, &c.

C. E. Trevelyan, Esq. (signed) *John Barrow.*

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Treasury Minute, dated 14th March 1843, on the foregoing Letter.

Transmit for the consideration of the Postmaster-general, and suggest for consideration, whether a more rapid, and not more expensive, communication with Sydney might not be kept up through the medium of the East India mail.

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 7 April 1843.

I have the honour to acknowledge the receipt of Sir George Clerk's letter of the 17th ultimo, with its enclosure from the Board of Admiralty, on the subject of a fixed post communication with Sydney, New South Wales; and to acquaint your Lordships that the total produce of postage derived from the correspondence between this country and Sydney, together with every part of Australia, New Zealand, &c., is, as will be seen by the enclosed Return, within 10,000 *l.* a year.

Under

Under these circumstances, I presume that the terms stated in the letter from the Admiralty for a monthly sailing packet communication with those colonies, viz. 24,000 *l.* to 30,000 *l.* per annum, are entirely out of the question, as I could not consistently recommend an expenditure for that purpose of more than from 3,000 *l.* to 4,000 *l.* a year.

With respect to your Lordships' suggestion of a communication with the colonies alluded to, by way of India, through the medium of the overland East India mail, I beg to state that my attention had been already directed to this point; and I propose, when I have obtained certain preliminary particulars, to communicate with the East India Company on the subject of a transit conveyance through its territory of the correspondence, not only between this country, Australia, and New Zealand, &c., but also with China, upon payment of a moderate and uniform rate to the Indian Post-office for the transit conveyance and sea postage between India and the places alluded to; and upon receiving the necessary information, I will bring the subject under your Lordships' consideration.

The present rate to which letters to and from Australia are liable, is the ship-letter rate of 8*d.* the half ounce, and so on, according to the scale now in operation; but it is to be apprehended that the charge for this correspondence passing through India, under the most favourable arrangement with the East India Company, must greatly exceed that amount.

I beg also to apprise your Lordships, that from a recent communication with the East India Company, there is reason to believe that letters to and from places beyond India, which have not been addressed to the care of correspondents in that country, have latterly been detained there for payment of the transit postage.

I have, &c.

(signed) *Lowther.*

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To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords, General Post-office, 17 July 1843.

With reference to that part of my Report of the 7th April last respecting the transmission through India of letters between the United Kingdom and China, Australia, &c., I have now the honour to transmit to your Lordships copies of the correspondence which has taken place on this subject since that Report, with a letter from the Secretary to the Court of Directors of the East India Company, declining to adopt the measure on the proposed terms, which are considered by the Court as wholly inadmissible; and, under these circumstances, I request your Lordships' instructions as to my further proceedings in the matter.

Your Lordships will perceive from Mr. Melvill's letter of the 5th May, that instructions have been given by the Court of Directors to the Bombay Government, to continue, as formerly, to forward letters for China, Australia, &c., sent by the overland India mail, to their destination by sea from Bombay, as opportunities offer, although the ship-letter postage due to the Company upon those letters may not have been prepaid.

I have, &c.

(signed) *Lowther.*

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Sir, East India House, 5 May 1843.

With reference to the despatch from the government of Bombay, dated 14th September last, copy of which and of its enclosures accompanied my letter of the 24th November 1842, and to the notice which has been issued by Her Majesty's Postmaster-general regarding the transmission of letters for China and other countries, intended to be sent by the overland mail through India; I am commanded to inform you, that it appearing to the Court of Directors to be impossible for many persons in this country to adopt the plan suggested in the notice above mentioned, they have issued directions to the Bombay government that letters of the above description continue, as formerly, to be forwarded to their destination by sea as opportunities occur, even though the ship postage due upon them may not have been prepaid.

You will observe that these instructions only contemplate the transmission of letters by sea from Bombay, to which place the mail-bags from this country are conveyed in the first instance.

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

The Court will be prepared to consider any arrangements which may be suggested by the Postmaster-general for the collection in the several countries beyond India, on account of the East India Company, of the India postage due on letters received from Bombay, in the same manner as is proposed in the letters already before his Lordship for the realisation of the postage due on letters sent from those countries to Bombay for transmission to Europe.

I have, &c.

Lieut.-Colonel Maberly, &c. &c. &c.

(signed) *J. C. Melvill.*

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Sir,

Post-office, 10 May 1843.

The Postmaster-general having been in communication with Her Majesty's Government, respecting the transmission through India of the correspondence between this country, China, Australia, and other places beyond the territories of the East India Company; I am directed by his Lordship to bring the subject under the consideration of the Court of Directors, with a view to affect an arrangement with the Company to provide for the proposed measure, and to fix such rates of transit postage for the correspondence passing through India, as well as the postage for the sea conveyance between India and China, and the places alluded to, as may be considered a fair and proper remuneration for the service to be performed.

In determining the amount of transit postage, which the Postmaster-general considers should be an uniform rate, his Lordship desires me to inform you, that it appears to him desirable the sea postage, or rather the ship-letter gratuity on letters passing between India and the countries referred to, both as regards the correspondence sent and received, should not be paid to the commanders until the letters are delivered by them at the respective ports; thus securing in a great measure the proper performance of the service entrusted to them.

If this course be adopted, his Lordship directs me to state, that the gratuity on the correspondence sent from the United Kingdom, and passing through India, would be paid by his deputy or agent on the delivery of the letters at the places to which they may be addressed; but that upon the correspondence from the countries beyond the territories of the East India Company, such gratuity shall be defrayed by the Indian Post-office on the delivery of the letters in India, and accounted for to the Company by this department.

Should this proposition meet the views of the Directors, his Lordship desires me to submit the following rates of postage as a fair remuneration to the Company for the service required; viz.:—Upon letters from the United Kingdom sent through India, being for the inland conveyance alone, and exclusive of sea postage beyond India, an uniform transit rate of 1*s.* 6*d.* per ounce. Upon letters to the United Kingdom, sent through India, including the sea postage to India, and conveyance through India, an uniform transit rate of 2*s.* per ounce.

These sums, however, are purely arbitrary; though it must be borne in mind, that if the rates are much above these, the arrangement will be nugatory, as a high amount of transit postage will operate as a prohibition. It will be, no doubt, a point which will not escape the Court, that as they possess the posts at present, and are compelled to defray their expense, it will be more advantageous to obtain a large quantity of letters at a moderate rate of postage, producing some additional revenue, than merely that small number which would be transmitted if the scale of existing inland postage, through India, should be adopted as the basis of the measure.

A further question arises with respect to newspapers and prices current, passing through India to and from the places already mentioned. His Lordship assumes that, in common with letters, those publications are detained in India for payment of transit postage; as, however, it will be for the Company to decide whether the proposed arrangement with this department, for defraying the transit charge, shall extend to the newspapers and prices current alluded to, he requests the Court of Directors will favour him also with their views on this point, though he fears the bulk and weight of such publications will interpose a serious obstacle, and prevent them from receiving the benefit of the contemplated arrangement.

I have, &c.

J. C. Melvill, Esq. East India House.

(signed) *W. L. Maberly.*

PRIVATE MEMORANDUM sent from the India House, referred to in Colonel Maberly's Letter dated 22d May 1843.

WITH a view to the consideration of the Postmaster-general's proposition respecting the transmission of Letters to and from countries beyond India, explanation is requisite on the following points:

It is proposed that an uniform transit rate of 1*s.* 6*d.* per oz. should be charged on letters from the United Kingdom sent through India; being for the inland conveyance alone, and exclusive of sea postage beyond India.

Is it intended that sea postage in addition should be charged on such letters, on account of the East India Company; and if so, at what rate? It is understood that a letter for Australia or the Mauritius, received at Bombay from England, and forwarded to Calcutta or Madras, would be subject to transit postage of 1*s.* 6*d.*; but it is not clear whether, on being again sent on by sea to its final destination, it would be subject to a further charge for sea postage.

Again, if a letter received at Bombay from England were forwarded at once to its destination by sea, without, strictly speaking, passing through any part of India, would it be subjected to the transit postage of 1*s.* 6*d.* per oz., or merely to the much lower sea postage to which such a letter is now liable?

Similar questions may be put with regard to letters addressed to the United Kingdom.

A letter received by ship at Bombay from the Mauritius, or elsewhere beyond sea, for the purpose of being forwarded to England by steam packet, is now liable at Bombay to no other charge than about 3*d.* for ship postage from the place of address to Bombay. Is it proposed that, in addition to this small charge, a transit postage of 1*s.* 6*d.* should be demanded?

If it be decided that, under certain circumstances, ship postage shall be charged in addition to transit postage, or that, under other circumstances, ship postage only shall be paid, then it will be proper to state, with respect to letters proceeding from the United Kingdom, by whom the said postage is to be paid, whether by the sender or the receiver of the letter. If by the former, it is obvious that he cannot know beforehand whether, when his letter reaches Bombay, it will be made to traverse part of India, or whether it will be sent on the whole way by sea to its destination; nor, consequently, what postage will be due to the East India Company.

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Sir, General Post office, 22 May 1843.

WITH reference to my letter of the 10th instant, and to the memorandum received from the East India House on the 14th, on the subject of the transmission through India of letters addressed to places beyond the territories of the East India Company, I am directed by the Postmaster-general to transmit, for the information of the Court of Directors, the enclosed statement, in reply to the observations contained in the memorandum alluded to.

I have, &c.

J. C. Melvill, Esq. (signed) *W. L. Maberly.*

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MEMORANDUM in reply to the annexed Queries and Observations received from Mr. Thornton of the East India House on the 13th instant, in reference to the Letter to Mr. Melvill of the 10th instant, proposing the establishment of a reduced Transit Postage on Letters passing through India, to and from Parts beyond.

General Post-office, 17 May 1843.

THE proposition made by the Postmaster-general to the East India Company contemplates that the suggested transit rates of 1*s.* 6*d.* and of 2*s.* per oz., for which the British Post-office is to account to that of India, shall apply only to letters actually passing through and being conveyed by land from one part of India to another, say between Bombay and Calcutta, or Bombay and Madras, and not to letters arriving in India at Bombay or any other port, to be transhipped direct from such port, and forwarded by sea to their destination: upon this last-mentioned class of letters, it was meant that the British Post-office should only account to the Indian office for the ordinary ship postage, to which letters posted at Bombay or any other port in India, for conveyance by ship direct from such port, would be liable. It is to be here recollected, with reference to the orders dispatched by the Court to Bombay by the last mail, that even this ship postage is for the present abandoned, upon the letters sent from this country to Bombay for places beyond India.

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

The 1 *s.* 6 *d.* per oz. on letters from the United Kingdom, is intended to cover all the Company's charges and demands upon such letters, to the point of putting them on board the vessel at Calcutta or any other port on the other side of India: viz. any claim for steam postage to which letters arriving by the Government steamers in India may be liable; the inland postage from Bombay to Calcutta, or the port of dispatch whatever it may be; and also any sea postage due to the Company at the port of dispatch where the latter is put on board the vessel proceeding to the destination beyond India. But it is understood that the Company is to be relieved from the payment of any gratuity to the commander of the vessel conveying the letter; the Postmaster-general's proposition being that this gratuity shall be paid on delivery of the letter at the port of destination, whether it be Hong Kong, Sydney, New Zealand, or elsewhere; and it would of course be incumbent on the Postmaster-general to provide for this part of the arrangement, and see the gratuity is paid.

The 2 *s.* per oz. on letters from parts beyond India, addressed to the United Kingdom, is to cover the gratuity payable to the commander at the port of arrival in India, with any sea postage otherwise chargeable; the inland conveyance to Bombay (it being understood that this rate of 2 *s.*, like that of 1 *s.* 6 *d.*, only applies to letters passing by land through India); and any further rate or charge for steam postage which may be due to the Company for the dispatch by the Red Sea steamers from Bombay.

It is further intended that the proposed transit rates of postage upon the letters both sent and received through India, shall be collected in the United Kingdom at present; the senders and receivers paying the same here. The British Post-office will account to the Indian office upon the total net weight of the letters conveyed to and from India in each mail, at so much per oz.; or, as it is here termed, in bulk, and not in detail on each separate letter.

The observation made in the Memorandum now received from the East India House, as to the uncertainty which may attach to a letter sent from the United Kingdom, with regard to the route and mode of its dispatch when it reaches India, and the consequent difficulty of fixing beforehand the rate to be taken in this country, deserves attention. The difficulty had not been overlooked; it is presumed, however, it may be easily met by some arrangement here. As the British Post-office will be bound to account to that of India according to the actual route of the letters, it will be for the former to protect itself from loss by taking the proper and covering rate.

It is supposed here that the most rapid and constant communication with China and Singapore would be by the eastern coast of India, particularly Calcutta; while the opportunities of forwarding letters from India to the Australian Colonies, New Zealand, Mauritius, &c. would be most frequent from Bombay direct. It may therefore be found expedient to make the conveyance to the Eastern Coast, with the higher or 1 *s.* 6 *d.* rate of postage, the rule for all letters for China and Singapore; and the dispatch by sea direct from Bombay, with the lesser Indian rate of two annas, or whatever it may be, the rule for the other letters, say for the Australian Colonies, Mauritius, New Zealand, &c.; leaving to the public here the option (if they prefer the exception to these rules) of especially addressing their letters for China and Singapore to be forwarded by sea direct from Bombay, and those for the Australian Colonies, New Zealand, &c., *viâ* Calcutta, Madras, or any other port they may prefer to Bombay; paying the lower or higher charge according to the route they select. But little responsibility or trouble would be thrown on the Bombay office in this respect, beyond perhaps, in certain cases, that of deciding whether the port of Madras or Calcutta would be preferable for the dispatch of the letters sent by land through India; as the distinction between the letters intended to be dispatched direct by sea from Bombay, and those intended to go by land to some other port, would be established in this country by the rate taken, and by the bag or parcel in which the two different classes of letters would be separately made up.

It has already been explained in Colonel Maberly's letter of the 10th instant, that the rates now suggested are arbitrary. It is considered, however, that any material addition to them must prove in a great degree fatal to these arrangements, from which so large a measure of accommodation to the mother country and its more remote colonies is anticipated.

I have, &c.

(signed) *W. L. Maberly.*

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Sir, 25 May 1843.

With reference to the correspondence that has taken place relative to the transmission through India of letters addressed to places beyond the territories of the East India Company, I am directed by the Postmaster-general to request you will move the Court of Directors to furnish him with the fullest information in their power as to the facilities and frequency of communication between the respective ports in India, and the countries and places for which letters may be sent in transit through India.

His

His Lordship assumes that Calcutta will be the most direct and rapid route for the transmission of the correspondence with China, and Bombay the most eligible port from which to dispatch letters, &c. for Australia and New Zealand, as it is imagined that the communication between those colonies and Bombay is more frequent with the latter place than with other ports in India.

His Lordship also presumes that there is a direct and frequent, if not regular intercourse between Bombay and Ceylon, and the Mauritius; but upon these and other points connected with the present inquiry, he requests the Directors will furnish him with the fullest information in their power.

I am, &c.

J. C. Melvill, Esq. East India House. (signed) *T. Lawrence.*

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Sir, East India House, 31 May 1843.

In reply to Mr. Lawrence's letter of the 25th instant (May), requesting information respecting the facilities and frequency of communication between the principal ports in India and certain countries beyond India, I am directed to transmit to you the accompanying statement of the number of vessels that sailed from Calcutta and Madras in the year 1840-41, and from Bombay in the year 1841-42, for the various places mentioned.

The Court of Directors believe that there is a pretty regular communication kept up between Ceylon and Bombay, by means of a steam-vessel belonging to the Ceylon government; but they are not aware that there are any further means of intercourse with Mauritius, beyond what are exhibited in the statement. It is understood that there is a daily post, for the most part by land, between Madras and Ceylon.

I have, &c.

Lieut.-Col. Maberly, &c. &c. (signed) *J. C. Melvill.*

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STATEMENT of the Number of Vessels that sailed from *Calcutta* and *Madras* in the Year 1840-41, and from Bombay in the year 1841-42, for the various Places undermentioned.

| | Ceylon. | China. | Straits of Malacca. | Mauritius and Bourbon. | Australia. |
|---|---|---|---|---|---|
| Calcutta - - - - | 5 | 39 | 78 | 129 | 11 |
| Madras - - - - | * 83 | 5 | 59 | 15 | 1 |
| Bombay - - - - | 15 | 60 | 22 | 4 | none. |

* Exclusive of 982 native craft.

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Sir, General Post-office, 25 May 1843.

I am directed by the Postmaster-general to request you will be good enough to furnish his Lordship with full information as to the communication understood already to have been opened between Suez, Ceylon, Madras, and Calcutta, by the steam-vessels of the Oriental Steam Navigation Company; stating the periods of the arrival and departure, and the places at which they touch; also the contemplated arrangements of the Company in this respect, when the communications alluded to shall have been thoroughly established.

I am, &c.

J. Allan, Esq. 51, St. Mary Axe. (signed) *T. Lawrence.*

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Peninsular and Oriental Steam Navigation Company,

Sir, 29 May 1843.

I have to acknowledge the receipt of your letter of the 25th instant, requesting me to furnish the Postmaster-general with full information as to the communications in the Indian seas by this company's steam-vessels.

In compliance with such request, I have received the instructions of the managing directors to report that the company have now running the new ship Hindostan, of 1,800 tons and 520 horse-power, between Calcutta and Suez, making a voyage every three weeks; the first one, just completed, was performed as under:—

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

| | | | |
|---|---|---|---|
| Left Calcutta (Sandheads) | 17 January | Arrived at Madras | 20 January. |
| „ Madras - - - - - | 21 January | „ Ceylon | 24 January. |
| „ Ceylon - - - - - | 26 January | „ Aden - | 4 February. |
| „ Aden - - - - - - | 6 February | „ Suez - | 12 February. |

Average spead 9.3 knots per hour.

RETURN VOYAGE.

| | | | |
|---|---|---|---|
| Left Suez - | 26 February - - - - - | Arrived at Aden - | 3 March. |
| „ Aden - | 5 March - - - - - - | „ Ceylon | 14 March. |
| „ Ceylon - | 15 March - - - - - - | „ Madras | 18 March. |
| „ Madras - | 19 March - - - - - - | „ Calcutta | 23 March. |

Average speed 9.5 knots per hour; and she would commence her second voyage on the 15th ultimo.

On the 24th of August next the company will despatch their second new ship Bentinck, of precisely the same tonnage and power, from Southampton, to commence running in conjunction with the Hindostan, enabling the company to perform eight voyages per annum, if the traffic be prospectively encouraging.

The company have made all the necessary and preparatory arrangements for increasing their force, so as to carry out in a short time, and in an efficient manner, a monthly communication.

The directors, however, are strongly of opinion, from the experience already acquired by them, that they would not be warranted in going to this extent without the aid of a mail contract; but they are convinced that they would carry on the mail service to and from India in the Indian seas satisfactorily to all parties, for a less sum than the same service now costs the Government and the Honourable East India Company, and with considerably improved speed.

After the liberal support which that Company has already given to this enterprise, the directors, should the question of a contract be entertained, would be happy to lay before the Honourable Company such proofs and information as to the expenditure and receipts of this line as would enable them, from their long past experience in steam navigation in India, to report to the Government what would be a fair and reasonable compensation for the performance of such mail duties.

I have, &c.

Thos. Lawrence, Esq.
Assistant Secretary, General Post-office.

(signed) *Jas. Allan*, Secretary.

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Sir, General Post-office, 25 May 1843.

I AM directed by the Postmaster-general to state, with reference to your question of the transmission through India of letters addressed to places beyond the territories of the East India Company, that as it is desirable he should be informed of the facilities and frequency of the communications between the respective ports of India and the countries and places, as China, Australia, New Zealand, &c., for which letters may be sent in transit through India, he will feel obliged if you will request Lord Stanley to furnish him with such information on these points as may be in his Lordship's power.

I am, &c.

J. Stephen, Esq. Colonial-office.

(signed) *T. Lawrence.*

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Sir, Downing-street, 15 June 1843.

I AM directed by Lord Stanley to acknowledge the receipt of Mr. Lawrence's letter of the 25th ultimo, on the subject of the means of communicating between the respective ports in India and the countries and places for which letters may be sent in transit through India.

In reply, I am to inform you that as far as Lord Stanley is informed, the means of communication between the Australian Colonies, New Zealand, China, &c. and the ports in India, are altogether uncertain and dependent on the sailing of merchant vessels. With Ceylon alone a regular communication is at present kept up, by a small Government vessel which runs between Colombo and Bombay.

I am, &c.

Lieut.-Colonel Maberly, &c. &c.

(signed) *Jas. Stephen.*

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

Sir, East India House, 20 June 1843.

I HAVE laid before the Court of Directors of the East India Company your letters of the 10th and 22d ultimo, as well as the explanatory memorandum which accompanied the latter, on the subject of an arrangement which his Lordship the Postmaster-general is desirous of making with the Company, for the transmission through India of correspondence between this country and China, Australia, or other countries beyond the Company's territories, and for the settlement of the rates of transit and sea postage chargeable upon such correspondence, on account of the East India Company.

His Lordship proposes, that upon letters from the United Kingdom received at Bombay or any other Indian port, and forwarded by land to another Indian port, in order to be dispatched from thence to the place of final destination, there shall be charged an uniform rate of 1*s.* 6*d.* per ounce; and upon letters received at an Indian port from countries beyond India, and forwarded by land to another Indian port, for transmission from thence to the United Kingdom, an uniform rate of 2*s.* per ounce: these rates to cover all the Company's demands upon such letters, from the moment they arrive in India till they are finally placed on board ship for conveyance to their ultimate destination. On letters received at an Indian port, and forwarded by sea from that port to the place of destination, it is intended that the rates of sea postage at present charged in India shall be continued; all the postage, however, due to the East India Company upon the letters here referred to (whether inland, transit, or sea postage) being paid in the United Kingdom by the senders or receivers of the letters, and accounted for by the British to the Indian Post-office, at so much per ounce on the total weight of letters conveyed to and from India by each mail.

In reply to these propositions, I am commanded to observe, that so far as regards letters forwarded by sea from the first Indian port at which they are received, the Court readily acquiesce in the suggested arrangement, which merely provides for the more certain and regular collection of sea postage already chargeable on account of the East India Company. With respect, however, to letters which it might be convenient to send by land from one Indian port to another, the Court regret, that with every desire to accommodate the public of this country, they find it impossible to meet the views of the Postmaster-general, without altogether deranging the Post-office system of India, and subjecting the Indian finances to a burden which they would not feel warranted in imposing. The proposed uniform rate of transit postage, viz. 1*s.* 6*d.* per ounce, is little more than one-third of the postage now charged for the conveyance of a letter from Bombay to Madras, and less than a third of the charge from Bombay to Calcutta; the actual Indian rates, it must be observed, high as they may seem, are barely sufficient to pay the expenses of the Post-office, and yield no surplus revenue. To reduce them would therefore occasion a diminution of revenue; and while they are retained on the letters of residents in India, it can scarcely be expected that letters from other countries, passing through India, should be exempted from them.

I have, &c.

Lieut.-Colonel Maberly, &c. &c. (signed) *J. C. Melvill.*

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EXTRACT.

General Post-office, 18 June 1842.

IN connexion with this subject, his Lordship has directed me to inquire whether any Red Sea postage is levied in India upon letters originating in a foreign country or possession, passing in transit through India to or from other countries or possessions, but not passing through the United Kingdom; for instance, on a letter from Manilla to Spain, or on one from Java to Holland.

I have, &c.

J. C. Melvill, Esq. (signed) *W. L. Maberly.*

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EXTRACT (last paragraph) Letter from *J. C. Melvill,* Esq. to Colonel *Maberly,* dated East India House, 5th July 1842; in reply to Colonel *Maberly* of 18th June.

THE information requested by you, respecting the postage on letters passing through India, to and from other foreign countries, without passing through the United Kingdom, will also be called for.

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

No. 79, 14 Sept. 1842.

Sir, East India House, 24 November 1842.

With reference to the concluding paragraph of my letter of the 5th July last, stating that the information desired by you respecting the postage on letters passing through India to and from other foreign countries without passing through the United Kingdom, would be called for, I am now commanded by the Court of Directors of the East India Company to transmit to you, for the information of his Lordship the Postmaster-general, copy of a letter from the government of Bombay, together with copies of its enclosures; from which it will be perceived that no postage was till lately levied on letters of the kind in question, but that measures have now been adopted for the realisation, in future, of the postage due.

I have, &c.
(signed) *J. C. Melvill.*

Lieut.-Col. Maberly, &c. &c.

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Letter from the Bombay Government to the Court of Directors of the East India Company, dated 14 September, No. 79 of 1842.

With reference to paragraphs 2 and 3 of your Honourable Court's letter in the Public Department (No. 25), dated the 29th June last, we would beg in the first instance to draw your Honourable Court's attention to our letter in this department (No. 27), dated the 30th March 1842, and to the letter from our acting Postmaster-general, dated 5th of the same month, which accompanied it. From these letters your Honourable Court will have observed that no postage had hitherto been levied on foreign letters passing through India, whether to or from other foreign countries, but that measures were then taken to introduce a different course of proceeding, by the adoption of the plan followed in the London Post-office; whereby letters will be detained until the postage due on them shall have been recovered, notice of the letters so detained being published monthly in the Government Gazette of this presidency.

2. We now beg to lay before your Honourable Court the copy of a letter which we addressed, under date the 14th May last, to our acting postmaster-general, suggesting an arrangement for levying the ship and foreign postage; together with transcript of one from Mr. Escombe (No. 1,431), dated 31st ultimo; which will make your Honourable Court acquainted with the progress which has been made in these arrangements for the collection of postage on foreign letters passing to and from India.

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Enclosure to Despatch from Bombay of 14 September 1842 (No. 79).

To *W. Escombe*, Esq. Acting Postmaster-general.

Sir,

With reference to the instructions contained in my letter (No. 834) of the 12th March, and to the list of letters published in the Government Gazette under date the 4th instant, I am directed by the Honourable the Governor in Council to apprise you that, until timely notice has been given, it would be preferable to send on the letters which have been merely detained for Indian postage.

2. I am further desired to point out to you that an arrangement might be effected for levying the ship and foreign postages at the places from which the letters are forwarded, credit being afforded to the Bombay Post-office for these receipts.

I have, &c.
(signed) *W. R. Morris,*
Secretary to Government.

Bombay Castle,
14 May 1842.

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Enclosure to Despatch from Bombay of 14 September 1842 (No. 79).

From the Acting Postmaster-general.

Sir,

I have the honour to acknowledge the receipt of your letter (No. 3,015) of the 30th inst.; and with reference to the second paragraph, to acquaint you, for the information of the Honourable the Governor in Council, that under the instructions conveyed in your letter (No. 1,659) of the 14th May last, all letters for the United Kingdom, arriving from settlements to the eastward, at which the regulations of the India Post-offices would probably not be known, such as Melbourne, Port Phillip, Auckland, and such like, have not been detained for ship postage; communications have, however, been made to those settlements, on the subject of the India postage chargeable at Bombay; and as soon as I can be sure that they have been received, the orders conveyed in your letter (No. 834) of the 12th March last, will be carried into effect.

2. All letters arriving from China and Singapore have, in like manner, been forwarded. Lists of them have, however, been sent to the dispatching offices, in order that the postage may be realised; and arrangements have been made for having both the foreign and ship postage of letters coming from those quarters prepaid, and carried to the credit of the Bombay Post-office.

3. Letters for Foreign Europe, not from China and Singapore, have been detained; but information has been sent to the addresses in the manner adopted at the London Post-office, and lists of such letters will also be published, from time to time, in the Government Gazette.

I have, &c.

Bombay General Post-office,
31 August 1842.

(signed) *W. Escombe*,
Acting P. M. General.

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Sir, General Post-office, 28 February 1843.

With reference to your letter of the 24th November last, I am directed by the Postmaster-general to request you will move the Court of Directors of the East India Company to inform his Lordship whether the letters dispatched from this country by the overland mail to India, addressed to China, Singapore, Australia, and New Zealand, or any other places beyond the East Indies, are detained in the latter country under the recent arrangements of the Indian Post-office, as reported in the despatch from the government of Bombay of the 14th September last, in consequence of the transit postage through India, and of the ship-letter rate understood to be required in the dispatch of the letters from that country to their destination, not being paid. His Lordship is anxious to receive information on this point; as, if there is any ground to believe that these transit letters, which are very numerous, are at present detained in India for the reasons alluded to, an immediate notice must be issued to the public and the officers of this department, directing the latter not to receive any letters for transmission by the Indian mail that may be addressed to places beyond India, unless such letters are enclosed to correspondents in that country.

I have, &c.

J. C. Melvill, Esq. (signed) *W. L. Maberly.*

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Sir, East India House, 2 March 1843.

In reply to your letter of the 28th ult., inquiring whether letters dispatched from this country by the overland mail to India, addressed to places beyond the East Indies, are detained in the latter country, in consequence of the transit postage through India, and of the ship-letter rate not having been paid, I am commanded by the Court of Directors of the East India Company to state that the Court have no further information on the subject beyond that contained in the papers which accompanied my letter to you of the 24th November last.

It would seem, however, from those papers, that letters of the kind in question, addressed to China, Australia, or other countries beyond the control of the East India Company, are detained at Bombay for payment of postage, though letters to Singapore, being a place within the Company's jurisdiction, are most probably forwarded at once to their destination.

The Court are therefore of opinion that it would be desirable that a public notice to the effect proposed in your letter should be immediately issued.

I have, &c.

Lieut.-Col. Maberly. (signed) *J. C. Melvill.*

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Sir, General Post-office, 4 March 1843.

I beg to acknowledge the receipt of your letter of the 2d instant; and as it appears to be the impression on the part of the Court of Directors that letters for China and other places, sent in the overland mails to be forwarded through India to their destination, when not addressed to the care of correspondents in India, are detained under the recent regulation at Bombay, for the payment of the postage due to the Indian Post-office; I enclose the draft of a notice proposed to be issued to the public and postmasters on this subject; which I request you will have the goodness to peruse, and inform me, before it is submitted to the Postmaster-general, whether the exception in favour of letters for Ceylon as well as Singapore is correct; and whether you see any other objection to the notice as now prepared.

I have, &c.

J. C. Melvill, Esq. (signed) *W. L. Maberly.*

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

NOTICE to the Public, and Instructions to all Postmasters, Sub-Postmasters, and Letter Receivers.

General Post Office, 4 March 1843.

LETTERS for China, the Australian settlements, New Zealand, the Mauritius, or other places (Ceylon and Singapore excepted), intended to be sent by the overland mails through India, must be addressed to the care of correspondents in that country, as it is understood that, under recent regulations, they will be otherwise detained at Bombay, for payment of the transit and ship-letter postage due to the Indian Post-office for their conveyance to their destination.

It is not necessary that letters for Ceylon and Singapore, forwarded by the Indian mails, should be addressed to correspondents in India, provision being made for payment of the Indian postage above alluded to in those settlements.

By command.

(signed) *W. L. Maberly.*

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Sir, East India House, 29 March 1843.

IN reply to your letter of the 4th instant, transmitting, for the inspection of the Court of Directors of the East India Company, copy of a proposed notice, cautioning the public against sending letters to India, to be forwarded to places beyond India, without addressing them to the care of correspondents in the latter country; and inquiring whether the exception made in the notice with respect to Ceylon is correct, and whether there appears to be any other objection to the notice; I am directed to inform you that the Court cannot undertake to say that letters addressed to Ceylon would not be detained at Bombay for payment of the ship-letter postage due to the Indian Post-office. On the other hand, letters addressed not merely to Singapore, but to any place within the jurisdiction of the East India Company, would, in the Court's opinion, be secure from detention.

I am therefore to suggest that the word "Ceylon" should be inserted in the notice after the word "Mauritius;" that for the words "Ceylon and Singapore excepted," should be substituted the words "beyond the territories of the East India Company;" and that the second paragraph should be either omitted or altered, so as to correspond with the preceding one in its modified shape.

I have, &c.

Lieut.-Colonel Maberly. (signed) *J. C. Melvill.*

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LETTER from the Court of Directors to their Governor in Council at Bombay, dated 3 May 1843, No. 10.

Para. 1. YOUR public letter, No. 79, of the 14th September last, and its enclosures, relative to the realisation of the ship postage due on letters received at Bombay for transmission to other countries, having been communicated by us to Her Majesty's Postmaster-general, his Lordship thought it advisable that a public notice should be issued to the following effect:

"Letters for China, the Australian settlements, New Zealand, the Mauritius, or other places beyond the territories of the East India Company, intended to be sent by the overland mails through India, must be addressed to the care of correspondents in that country, as it is understood that, under recent regulations, they will otherwise be detained at Bombay, for payment of the transit and ship-letter postage due to the Indian Post-office for their conveyance to their destination.

"It is not necessary that letters from places within the territories of the East India Company, forwarded by the Indian mails, should be addressed to correspondents in India, provision being made for payment of the Indian postage above alluded to, in those settlements."

2. As, however, it may be impossible for many persons in this country to adopt the plan suggested in this notification, and as the ship postage chargeable at Bombay on letters sent by the overland mail from the United Kingdom to Bombay, for transmission to countries beyond, is not very considerable, we think it better that this postage should, if necessary, be sacrificed, rather than that letters should be detained; and we accordingly direct that letters of the above description continue as formerly to be forwarded to their destination by sea, as opportunities occur, even though the ship postage due upon them may not have been prepaid.

3. Arrangements

3. Arrangements may, perhaps, be made with the post-offices in the several countries beyond India, for the collection there, and the remittance to India, of the Indian postage due on letters received from Bombay; in the same manner as is proposed for the realization of the postage due on letters sent from those countries to Bombay, for transmission to Europe.

Appendix, No. 24.

Postage on Letters through India to Australia, &c.

## Appendix, No. 25.

Appendix, No. 25.

Treasury Minute as to Arrangements for the Packet Service.

### Treasury Minute of 10 January 1837.

Read letter from the Secretary to the Admiralty, dated the 6th instant, in which the delay and inconvenience to the public service which may arise from the practice of referring applications from various parties, on the subject of the arrangements for conducting the packet service, and the correspondence thereby induced with all the public Departments upon the subject, are strongly pointed out, and a remedy suggested on the part of the Admiralty.

Write to Mr. Wood that my Lords concur in the opinion expressed by the Lords of the Admiralty, that the practice which at present appears to prevail is inconvenient to the public service; and my Lords agree with them in the expediency of confining, as much as possible, the applications upon the subject of the Post-office communication to one Department. In order to obtain this object, my Lords apprehend the proper course to pursue for the future will be as follows:

That the Admiralty should confine itself to the execution of such directions as may be given to them through the Post-office and this Board; the mode of execution, and all the details of the service, when once directed, being under the authority and upon the responsibility of that Board. In stating this branch as the peculiar duty confided to the Admiralty, my Lords by no means wish to be understood as being desirous of throwing any impediments in the way of the frank communication of suggestions and advice, which my Lords consider of great use in the public service, and are always ready to entertain thankfully and with attention. Every application, whether from a public Department or private parties, not appertaining to the mere execution of the directions confided to the Admiralty, my Lords consider should be addressed to the Post-office. The Postmaster-general will communicate with the Admiralty and the respective Departments upon the several points upon which he may require information. If it be a question of detail, and such as may not appear, in the exercise of a sound discretion, to require the sanction of my Lords, the Postmaster-general will (having considered the points and the information before him) communicate to the Admiralty his decision direct. But in cases of the establishment of a new line of communication, as in such other cases as may require the sanction of this Board, the Postmaster-general will report to my Lords on the subject, and the decision of this Board will be forwarded to the Lords of the Admiralty, either through the Postmaster-general, or direct from this Office, as may appear in each particular case most convenient.

My Lords, in the latter alternative, will of course communicate to the Postmaster-general the decision of this Board.

## Appendix, No. 26.

## RETURNS RELATING TO THE POST-OFFICE.

### (1.)—LONDON GENERAL POST.

RETURN of the Number of Chargeable Letters which have passed through the London General Post (Inward practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid of the Year immediately preceding the Reduction, distinguished in like Manner.

| 1840. | | | | | 1841. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. |
| 4 Jan. - | 1,596,434 | 505,847 | - - | 2,102,281 | 2 Jan. - | 333,433 | 1,974,684 | 2,047,120 | 4,355,237 |
| 1 Feb. - | 787,139 | 2,217,127 | - - | 3,004,266 | 30 Jan. - | 370,080 | 2,204,919 | 2,108,074 | 4,683,073 |
| 29 Feb. - | 462,647 | 2,875,427 | - - | 3,338,074 | 27 Feb. - | 406,173 | 2,349,958 | 2,275,321 | 5,031,452 |
| 28 Mar. - | 386,150 | 2,986,517 | - - | 3,372,667 | 27 Mar. - | 435,388 | 2,249,080 | 2,375,659 | 5,060,127 |
| 25 April - | 423,930 | 2,980,970 | - - | 3,404,900 | 24 April | 449,338 | 2,191,941 | 2,325,650 | 4,966,929 |
| 23 May - | 410,399 | 2,630,895 | 419,984 | 3,461,278 | 23 May - | 464,697 | 2,284,045 | 2,487,459 | 5,236,201 |
| 20 June - | 367,831 | 2,354,932 | 942,430 | 3,665,193 | 19 June - | 485,986 | 2,340,379 | 2,516,304 | 5,342,669 |
| 18 July - | 337,176 | 2,288,040 | 1,188,229 | 3,813,445 | 17 July - | 484,987 | 2,461,049 | 2,565,987 | 5,512,023 |
| 15 Aug. - | 351,234 | 2,181,296 | 1,439,334 | 3,971,864 | 14 Aug. - | 466,264 | 2,448,165 | 2,562,905 | 5,477,334 |
| 12 Sept. - | 291,973 | 2,229,952 | 1,535,137 | 4,057,062 | 11 Sept. - | 479,709 | 2,450,026 | 2,644,269 | 5,574,002 |
| 10 Oct. - | 308,686 | 2,201,756 | 1,671,736 | 4,182,178 | 9 Oct. - | 468,896 | 2,449,606 | 2,722,109 | 5,640,611 |
| 7 Nov. - | 267,743 | 2,119,278 | 1,910,581 | 4,297,602 | 6 Nov. - | 411,269 | 2,266,492 | 2,762,572 | 5,440,333 |
| 5 Dec. - | 296,285 | 2,096,097 | 1,992,219 | 4,384,601 | 4 Dec. - | 405,840 | 2,290,108 | 2,802,938 | 5,498,886 |

| | Unpaid. | Paid. | Total. |
|---|---|---|---|
| 1839. Estimated Average for Four Weeks - - - | 1,358,651 | 263,496 | 1,622,147 |

Inland Office,
March 1843.

### (2.)—LONDON DISTRICT POST.

RETURN of the Number of Letters which have passed through the London District Post (exclusive of all far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Weeks of the Year immediately preceding the Reduction, distinguished in like Manner.

| 1840. | | | | | 1841. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. |
| 4 Jan. - | 477,273 | 825,282 | - - | 1,302,555 | 2 Jan. - | 140,328 | 810,052 | 619,166 | 1,569,546 |
| 1 Feb. - | 331,589 | 1,207,985 | - - | 1,539,574 | 30 Jan. - | 157,242 | 926,264 | 752,134 | 1,835,640 |
| 29 Feb. - | 312,757 | 1,312,379 | - - | 1,625,136 | 27 Feb. - | 207,265 | 884,822 | 771,041 | 1,863,128 |
| 28 Mar. - | 214,863 | 1,308,100 | - - | 1,522,963 | 27 Mar. - | 142,766 | 833,849 | 789,543 | 1,766,158 |
| 25 April - | 202,390 | 1,368,100 | - - | 1,570,490 | 24 April - | 138,618 | 821,807 | 777,210 | 1,737,635 |
| 23 May - | 197,922 | 1,198,613 | 285,079 | 1,681,614 | 22 May - | 144,176 | 851,413 | 855,487 | 1,851,076 |
| 20 June - | 182,914 | 1,001,088 | 518,342 | 1,702,344 | 19 June - | 140,299 | 906,252 | 837,724 | 1,884,275 |
| 18 July - | 175,927 | 920,157 | 565,145 | 1,661,229 | 17 July - | 137,209 | 884,136 | 877,986 | 1,899,331 |
| 15 Aug. - | 159,153 | 814,873 | 536,197 | 1,510,223 | 14 Aug. - | 121,332 | 790,755 | 736,542 | 1,648,629 |
| 12 Sept. - | 152,441 | 752,423 | 458,658 | 1,363,522 | 11 Sept. - | 117,857 | 734,082 | 683,104 | 1,535,043 |
| 10 Oct. - | 151,106 | 790,919 | 501,069 | 1,443,094 | 9 Oct. - | 119,507 | 763,377 | 719,990 | 1,602,874 |
| 7 Nov. - | 150,429 | 830,235 | 577,598 | 1,558,262 | 6 Nov. - | 120,883 | 755,947 | 793,686 | 1,670,516 |
| 5 Dec. - | 148,362 | 812,559 | 596,997 | 1,557,918 | 4 Dec. - | 119,255 | 799,786 | 840,477 | 1,759,518 |

| | Unpaid. | Paid. | Total. |
|---|---|---|---|
| 1839. Estimated Average for Four Weeks - - - | 800,573 | 220,813 | 1,021,386 |

Twopenny Post Office,
March 1843.

## Appendix, No. 26.

## RETURNS RELATING TO THE POST-OFFICE.

### (1.)—LONDON GENERAL POST.

nd Outwards) since the First General Reduction of Postage on the 5th December 1839, dividing the Time, as far as aid, and Stamped, and Total Number of Letters; also, A Return of the Estimated Average Number for Four Weeks

| 1842. | | | | | 1843. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| our Weeks, ending | Unpaid. | Paid. | Stamped. | Total. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. |
| Jan. - | 411,335 | 2,188,697 | 2,607,265 | 5,207,297 | 28 Jan. - | 312,839 | 2,431,231 | 2,972,828 | 5,716,898 |
| Jan. - | 351,134 | 2,166,960 | 2,760,757 | 5,278,351 | 25 Feb. - | 297,574 | 2,434,412 | 3,000,786 | 5,732,772 |
| Feb. - | 405,213 | 2,185,945 | 2,933,870 | 5,525,028 | 25 Mar. - | 325,434 | 2,369,206 | 3,051,760 | 5,725,400 |
| Mar. - | 381,458 | 2,118,809 | 2,810,911 | 5,311,178 | 22 April - | 301,666 | 2,360,146 | 3,050,184 | 5,711,996 |
| April - | 447,620 | 2,153,979 | 2,867,074 | 5,468,673 | 20 May - | 331,215 | 2,464,802 | 3,135,019 | 5,931,036 |
| May - | 428,056 | 2,142,229 | 2,888,187 | 5,458,472 | 17 June - | 295,753 | 2,488,421 | 3,123,377 | 5,907,551 |
| June - | 432,592 | 2,169,878 | 2,731,486 | 5,333,956 | 15 July - | 260,869 | 2,552,894 | 3,042,079 | 5,855,842 |
| July - | 329,842 | 2,315,575 | 2,691,570 | 5,336,987 | — | — | — | — | — |
| Aug. - | 309,876 | 2,295,754 | 2,723,598 | 5,329,228 | — | — | — | — | — |
| Sept. - | 288,825 | 2,428,014 | 2,713,321 | 5,430,160 | — | — | — | — | — |
| Oct. - | 294,939 | 2,431,887 | 2,753,338 | 5,480,164 | — | — | — | — | — |
| Nov. - | 373,149 | 2,307,114 | 2,850,304 | 5,530,567 | — | — | — | — | — |
| Dec. - | 452,285 | 2,357,561 | 2,890,513 | 5,700,359 | — | — | — | — | — |
| Dec. - | 263,130 | 2,385,232 | 2,790,262 | 5,438,624 | — | — | — | — | — |

The Fourpenny Rate came into operation on 5th December 1839; the Penny Rate, 10th January 1840; Stamps, 6th May 1840.

*W. Bokenham,*
Superintending President

### (2.)—LONDON DISTRICT POST.

eneral Post Letters) since the first General Reduction of Postage on the 5th December 1839, dividing the Time, as Unpaid, Paid, and Stamped, and Total Number of Letters; also, A Return of the Estimated Average Number for Four

| 1842. | | | | | 1843. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| our Weeks, ending | Unpaid. | Paid. | Stamped. | Total. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. |
| Jan. - | 110,452 | 786,545 | 868,739 | 1,765,736 | 28 Jan. - | 113,293 | 837,624 | 1,020,091 | 1,971,008 |
| Jan. - | 118,101 | 820,835 | 980,694 | 1,919,630 | 25 Feb. - | 155,642 | 837,867 | 1,061,214 | 2,054,723 |
| Feb. - | 178,969 | 801,863 | 982,782 | 1,963,614 | 25 Mar. - | 107,976 | 790,111 | 1,026,637 | 1,924,724 |
| Mar. - | 109,447 | 751,598 | 915,988 | 1,777,033 | 22 April - | 107,318 | 798,170 | 1,054,347 | 1,959,835 |
| April - | 107,819 | 763,339 | 948,116 | 1,819,274 | 20 May - | 106,038 | 859,692 | 1,149,159 | 2,114,889 |
| May - | 109,883 | 808,507 | 986,020 | 1,904,410 | 17 June - | 98,451 | 859,883 | 1,088,233 | 2,046,567 |
| June - | 112,576 | 821,524 | 965,946 | 1,900,046 | 15 July - | 101,127 | 817,677 | 1,049,538 | 1,968,342 |
| July - | 112,674 | 800,887 | 891,698 | 1,805,259 | — | — | — | — | — |
| Aug. - | 114,520 | 737,131 | 804,557 | 1,656,208 | — | — | — | — | — |
| Sept. - | 98,914 | 707,417 | 712,414 | 1,518,745 | — | — | — | — | — |
| Oct. - | 107,141 | 705,715 | 728,323 | 1,541,179 | — | — | — | — | — |
| Nov. - | 99,227 | 735,347 | 821,826 | 1,656,400 | — | — | — | — | — |
| Dec. - | 100,902 | 802,030 | 868,022 | 1,770,954 | — | — | — | — | — |
| Dec. - | 105,628 | 827,791 | 888,055 | 1,821,474 | — | — | — | — | — |

The Penny Rate came into operation, as respects this Post, on 5th December 1839; Stamps, 6th May 1840.

*R. Smith,*
Superintending President.

## (3.)—UNITED KINGDOM.

A Comparative Statement of the Number of Letters (including Franks, during the Existence of the Franking Privilege) delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

| WEEKS ending | ENGLAND AND WALES. | | | | TOTAL IRELAND. | TOTAL SCOTLAND. | TOTAL UNITED KINGDOM. |
|---|---|---|---|---|---|---|---|
| | Country Offices. | London, Inland, Foreign, and Ship. | London District Post. | TOTAL ENGLAND and WALES. | | | |
| 1839: | | | | | | | |
| 24 November - | 764,938 | 229,292 | 258,747 | 1,252,977 | 179,931 | 153,065 | 1,585,973 |
| 22 December - | 963,616 | 279,457 | 340,693 | 1,583,766 | 225,889 | 199,032 | 2,008,687 |
| 1840: | | | | | | | |
| January - | not ascertained. | — | — | — | — | — | — |
| 23 February - | 1,658,002 | 431,298 | 406,476 | 2,495,776 | 349,928 | 353,933 | 3,199,637 |
| 22 March - | 1,607,431 | 416,887 | 386,689 | 2,411,007 | 321,163 | 337,326 | 3,069,496 |
| 26 April* - | 1,505,609 | 410,270 | 390,989 | 2,306,868 | 328,074 | 319,924 | 2,954,866 |
| 24 May - - | 1,588,809 | 449,333 | 418,926 | 2,457,068 | 338,407 | 342,560 | 3,138,035 |
| 21 June - - | 1,629,123 | 454,376 | 441,848 | 2,525,347 | 343,761 | 352,098 | 3,221,206 |
| 19 July - - | 1,674,410 | 452,448 | 400,753 | 2,527,611 | 338,495 | 356,817 | 3,222,923 |
| 23 August - | 1,746,257 | 461,689 | 343,347 | 2,551,293 | 345,831 | 369,436 | 3,266,560 |
| 20 September - | 1,811,213 | 450,871 | 340,232 | 2,602,316 | 350,318 | 366,419 | 3,319,053 |
| 25 October - | 1,821,711 | 472,802 | 387,848 | 2,682,361 | 369,297 | 366,121 | 3,417,779 |
| 22 November - | 1,805,325 | 492,574 | 387,282 | 2,685,181 | 385,672 | 385,262 | 3,456,115 |
| 20 December - | 1,782,579 | 491,264 | 405,153 | 2,678,996 | 381,306 | 375,024 | 3,435,326 |
| 1841: | | | | | | | |
| 24 January - | 1,929,661 | 519,625 | 467,940 | 2,917,226 | 386,555 | 380,242 | 3,684,023 |
| 21 February †- | 2,133,197 | 547,621 | 504,147 | 3,184,965 | 460,380 | 444,819 | 4,090,164 |
| 21 March - | 1,950,501 | 531,960 | 447,766 | 2,930,227 | 389,877 | 401,351 | 3,721,455 |
| 25 April - - | 1,899,485 | 511,064 | 454,601 | 2,865,150 | 389,989 | 389,568 | 3,644,707 |
| 23 May - | 1,908,188 | 546,170 | 452,864 | 2,907,222 | 391,332 | 400,581 | 3,699,135 |
| 20 June - - | 1,911,452 | 540,099 | 506,911 | 2,958,462 | 396,374 | 418,300 | 3,773,136 |
| 25 July - - | 2,001,546 | 522,290 | 437,471 | 2,961,307 | 383,549 | 401,152 | 3,746,008 |
| 22 August - | 1,994,305 | 531,773 | 384,506 | 2,910,584 | 377,141 | 410,224 | 3,697,949 |
| 19 September - | 1,999,372 | 532,075 | 378,244 | 2,909,691 | 389,696 | 396,233 | 3,695,620 |
| 24 October - | 2,041,335 | 551,711 | 404,271 | 2,997,317 | 404,689 | 407,118 | 3,809,124 |
| 21 November - | 2,029,370 | 564,481 | 435,602 | 3,029,453 | 403,421 | 413,248 | 3,846,122 |
| 19 December - | 2,062,129 | 554,990 | 458,459 | 3,075,578 | 425,681 | 437,496 | 3,938,755 |
| 1842: | | | | | | | |
| 23 January - | 2,165,323 | 567,636 | 481,206 | 3,214,165 | 421,273 | 423,245 | 4,058,683 |
| 20 February †- | 2,385,607 | 581,571 | 522,634 | 3,489,812 | 486,909 | 471,763 | 4,448,484 |
| 20 March - | 2,100,176 | 560,433 | 448,195 | 3,108,804 | 403,714 | 451,768 | 3,964,286 |
| 24 April - - | 2,061,679 | 579,332 | 455,279 | 3,096,290 | 428,782 | 404,441 | 3,929,513 |
| 22 May - - | 1,962,940 | 544,120 | 485,330 | 2,992,390 | 409,848 | 406,736 | 3,808,974 |
| 19 June - - | 2,015,659 | 549,953 | 467,371 | 3,032,983 | 412,689 | 412,688 | 3,858,360 |
| 24 July - - | 2,093,027 | 566,462 | 431,377 | 3,090,866 | 414,202 | 404,464 | 3,909,532 |
| 21 August - | 2,083,969 | 544,113 | 380,682 | 3,008,764 | 405,097 | 420,019 | 3,833,880 |
| 25 September - | 2,159,975 | 556,099 | 382,191 | 3,098,265 | 420,078 | 425,700 | 3,944,043 |
| 23 October - | 2,166,126 | 561,487 | 400,713 | 3,128,326 | 429,494 | 423,948 | 3,981,768 |
| 20 November - | 2,242,034 | 593,646 | 446,341 | 3,282,021 | 474,031 | 446,494 | 4,202,546 |
| 25 December - | 2,205,521 | 576,367 | 496,360 | 3,278,248 | 446,534 | 435,407 | 4,160,189 |
| 1843: | | | | | | | |
| 22 January - | 2,274,241 | 583,293 | 485,376 | 3,342,910 | 462,148 | 445,132 | 4,250,190 |
| 19 February - | 2,460,241 | 583,230 | 536,060 | 3,579,531 | 498,084 | 464,717 | 4,542,332 |
| 19 March - | 2,251,543 | 599,972 | 489,100 | 3,340,615 | 451,102 | 473,721 | 4,265,438 |
| 23 April - - | 2,113,838 | 567,529 | 482,699 | 3,164,066 | 425,856 | 430,324 | 4,020,246 |
| 21 May - - | 2,194,226 | 612,605 | 525,006 | 3,331,837 | 441,866 | 438,955 | 4,212,658 |
| 21 June - - | 2,161,723 | 573,628 | 482,967 | 3,218,318 | 437,304 | 436,246 | 4,091,868 |
| 21 July - - | 2,222,041 | 596,766 | 473,697 | 3,292,504 | 419,403 | 446,634 | 4,158,541 |

* Easter Week. † Week of the Valentines.

General Post-office, March 1843.

*W. L. Maberly*, Secretary.

(4.)—AN ACCOUNT showing the GROSS and NET POST-OFFICE REVENUE, and the COST OF MANAGEMENT, for the United Kingdom, for each of the Years ending 5th January 1839, 1840, 1841, 1842, and 1843; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post-office, and Advances to the Money-Order Office.

| Year ending | Gross Revenue.* | Cost of Management.† | Net Revenue. | Postage charged on the Government Departments. | Net Revenue, exclusive of Charges on the Government Departments. |
|---|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| 5 Jan. 1839 - | 2,346,278 – 9½ | 686,768 3 6¾ | 1,659,509 17 2¾ | 45,156 – 11 | 1,614,353 16 3¾ |
| 1840‡ - | 2,390,763 10 1½ | 756,999 7 4 | 1,633,764 2 9½ | 44,277 13 4 | 1,589,486 9 5½ |
| — 1841 - | 1,342,604 5 2 | 858,677 – 5¼ | 483,927 4 8¾ | 90,761 3 2 | 393,166 1 6¾ |
| — 1842 - | 1,495,540 9 –¾ | 938,168 19 7½ | 557,371 9 5¼ | 113,255 15 10 | 444,115 13 7¼ |
| — 1843 - | 1,578,145 16 7½ | 977,504 10 3 | 600,641 6 4½ | 122,161 8 9 | 478,479 17 7½ |

* Namely, the gross receipts, after deducting the returns for "Refused Letters," &c.
† Including all payments out of the revenue, in its progress to the Exchequer, except advances to the Money-Order Office.
‡ This year includes one month of the fourpenny rate.

General Post-office, 17 March 1843.

*C. T. Court*, Accountant-General.

(5.)—AN ACCOUNT showing, as nearly as it can be given, the GROSS AMOUNT of POSTAGE REVENUE for *England* and *Wales* (exclusive of Returns for "Refused Letters," &c.) for the Month ending 5th January 1840 (during which the Fourpenny Rate was established); and also for the Months ending 5th January 1842 and 5th January 1843.

GROSS REVENUE, ENGLAND AND WALES.

| | £. s. d. |
|---|---|
| Month ending 5th January 1840 (Fourpenny rate.) - - - - | 103,623 – – |
| Month ending 5th January 1842 (Penny rate.) - - - - | 100,383 3 4 |
| Month ending 5th January 1843 - - - - | 102,751 – 7 |

General Post-office, March 1843.

*C. T. Court*, Accountant-General.

(6.)—AN ACCOUNT of the PAYMENTS by the Post-office made during each of the Years ending 5th January 1839, 1840, 1841, 1842, and 1843, for the Conveyance of the Mails by Railway in *Great Britain*; distinguishing in each Instance the Payments for Work done within the Year from Payments for Work done in previous Years.

| PAYMENTS made in course of the Year ending | For Work done within the Year. | For Work done in previous Years. | TOTAL PAYMENTS. |
|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. |
| 5 January 1839 - - - - | 12,248 1 10 | 132 3 9 | 12,380 5 7 |
| — 1840 - - - - | 47,875 6 5 | 4,354 14 9 | 52,230 1 2 |
| — 1841 - - - - | 50,942 19 2 | 358 7 6 | 51,301 6 8 |
| — 1842 - - - - | 85,643 15 7 | 9,174 12 3 | 94,818 7 10 |
| — 1843 - - - - | 75,183 6 8 | 2,386 18 11 | 77,570 5 7 |

Mail Coach Office, March 1843.

*W. Wedderburn.*

Appendix, No. 26.

Returns relating to the Post-office.

(7.)—A RETURN of the Number and Amount of MONEY-ORDERS Issued and Paid in *England* and *Wales* during the undermentioned Quarters, the Quarters to the 5th October 1842 and 5th January 1843 being partly estimated.

| For the Quarters ended | Money-Orders Issued. | | Money-Orders Paid. | | Total Amount passing through the Office. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| 1839: | | £. s. d. | | £. s. d. | | £. s. d. |
| 5 April - - | 28,838 | 49,496 5 8 | 25,785 | 43,237 14 9 | 54,623 | 92,734 – 5 |
| 5 July - - | 34,612 | 59,099 9 5 | 28,645 | 50,154 18 6 | 63,257 | 109,254 7 11 |
| 5 October - - | 38,510 | 64,056 7 8 | 31,909 | 54,768 3 3 | 70,419 | 118,824 10 11 |
| 1840: | | | | | | |
| 5 January - - | 40,763 | 67,411 2 7 | 37,665 | 60,425 6 1 | 78,428 | 127,836 8 8 |
| 5 April - - | 76,145 | 119,932 12 1 | 70,875 | 117,858 – 4 | 147,020 | 237,790 12 5 |
| 5 July - - | 94,215 | 151,734 15 8 | 82,558 | 135,393 – 2 | 176,773 | 287,127 15 10 |
| 5 October - - | 122,420 | 196,507 14 3 | 110,227 | 170,084 – 6 | 232,647 | 366,591 14 9 |
| 1841: | | | | | | |
| 5 January - - | 189,984 | 334,652 14 8 | 165,940 | 316,628 17 2 | 355,924 | 651,281 11 10 |
| 5 April - - | 275,870 | 567,518 12 3 | 274,201 | 561,574 14 6 | 550,071 | 1,129,093 6 9 |
| 5 July - - | 289,884 | 608,774 11 2 | 291,884 | 615,850 7 7 | 581,768 | 1,224,624 18 9 |
| 5 October - - | 334,071 | 661,099 9 – | 326,193 | 651,935 18 6 | 660,264 | 1,313,035 7 6 |
| 1842: | | | | | | |
| 5 January - - | 390,290 | 820,576 11 10 | 376,382 | 808,699 10 4 | 766,672 | 1,629,276 2 2 |
| 5 April - - | 419,530 | 890,575 17 1 | 415,904 | 887,927 15 7 | 835,434 | 1,778,503 12 8 |
| 5 July - - | 422,452 | 885,803 4 5 | 408,564 | 886,160 10 5 | 831,016 | 1,771,963 14 10 |
| 5 October - - | 432,205 | 901,540 1 5 | 423,390 | 892,491 7 5 | 855,595 | 1,794,031 8 10 |
| 1843: | | | | | | |
| 5 January - - | 494,757 | 1,031,992 7 2 | 486,437 | 1,023,200 9 2 | 981,194 | 2,055,192 16 4 |

The Commission on Money-Orders was, on and from 20th of November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - - - from 6*d.* to 3*d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - - - from 1 *s.* 6*d.* to 6*d.*

Money-Order Office,
16 March 1843.

*Wm. Barth*,
President.

(8.)—A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in London during the undermentioned Quarters.

| For the Quarters ended | Money Orders Issued. | | Money Orders Paid. | | Total Issued and Paid. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| 1839: | | £. s. d. | | £. s. d. | | £. s. d. |
| 5 April - - | 3,891 | 7,160 19 4 | 5,532 | 10,240 14 8 | 9,423 | 17,401 14 – |
| 5 July - - | 4,436 | 8,019 14 11 | 5,741 | 10,775 9 9 | 10,177 | 18,795 4 8 |
| 5 October - - | 4,585 | 8,718 18 4 | 6,259 | 11,603 9 11 | 10,844 | 20,322 8 3 |
| 1840: | | | | | | |
| 5 January - - | 4,977 | 8,472 2 7 | 6,958 | 13,210 1 – | 11,935 | 21,682 3 7 |
| 5 April - - | 11,309 | 18,518 6 – | 15,272 | 36,088 9 8 | 26,581 | 54,606 15 8 |
| 5 July - - | 13,582 | 25,566 11 – | 16,515 | 31,392 8 5 | 30,097 | 56,958 19 5 |
| 5 October - - | 19,965 | 28,981 15 3 | 24,584 | 41,219 10 8 | 44,549 | 70,201 5 11 |
| 1841: | | | | | | |
| 5 January - - | 16,185 | 48,122 18 3 | 38,669 | 86,679 19 2 | 54,854 | 134,802 17 5 |
| 5 April - - | 36,460 | 73,832 11 1 | 79,315 | 172,749 15 6 | 115,775 | 246,582 6 7 |
| 5 July - - | 42,559 | 96,194 14 2 | 88,085 | 196,364 11 6 | 130,644 | 292,559 5 8 |
| 5 October - - | 47,483 | 96,850 18 – | 89,451 | 209,646 12 3 | 136,934 | 306,497 10 3 |
| 1842: | | | | | | |
| 5 January - - | 57,424 | 114,221 2 6 | 104,158 | 256,173 18 9 | 161,582 | 370,395 1 3 |
| 5 April - - | 57,968 | 117,733 1 6 | 125,386 | 285,697 11 7 | 183,354 | 403,430 13 1 |
| 5 July - - | 63,347 | 128,836 10 1 | 122,858 | 282,999 4 3 | 186,205 | 411,835 14 4 |
| 5 October - - | 65,283 | 133,028 11 – | 125,933 | 280,721 6 4 | 191,216 | 413,749 17 4 |
| 1843: | | | | | | |
| 5 January - - | 73,520 | 146,000 7 – | 143,065 | 320,797 17 – | 216,585 | 466,798 4 – |

The Commission on Money Orders was, on and from 20th November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - - - from 6*d.* to 3*d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - - - from 1 *s.* 6*d.* to 6*d.*

Money-Order Office,
16 March 1843.

*Wm. Barth*,
President.

General Post-office,
23 March 1843.

*W. L. Maberly*,
Secretary.

## Appendix, No. 27.



PARLIAMENTARY RETURNS referred to in the Evidence of Lieut.-col. *Maberly*; viz.

No. 201, of Sess. 1843, ordered, by The House of Commons, to be printed, 25 April 1843.

A RETURN showing the Number of Inland Letters; the Gross Amount of Revenue derived therefrom, including Payments for Official Postage and Receipts from the Money-order Office; the Expense of Management, including that of the Money-order Office, and Maintenance of Packets on Home Stations; the Amount of Postage on Dead and Returned Letters; and the Net Revenue for the Year ended 5 January 1843:—Also, a similar Return of the Number of Foreign and Colonial Letters; the Gross Amount of Revenue derived therefrom, including Payments for Official Postage; the Expense of Management, including Maintenance of Packets on Foreign Stations; the Amount of Postage on Dead and Returned Letters; and the Deficiency to the Revenue for the Year ended 5 January 1843 - - - - - - - - - - - p. 232

No. 284, of Sess. 1843, ordered, by The House of Commons, to be printed, 24 May 1843.

COPY of the Treasury Minutes of April and August last, directing the Post-office to prepare an Estimate of Foreign and Colonial Postage; together with a Copy of such Estimate, and a Statement of the Date of its Receipt at the Treasury - - - p. 233

### No. 64. LORD MONTEAGLE'S RETURN,

Ordered, by The House of Lords, to be printed, 27 March 1843.

(No. 1.)—A RETURN of the Number of Chargeable Letters which have passed through the London General Post (Inwards and Outwards) since the First General Reduction of Postage on the 5th Day of December 1839, dividing the Time (as far as practicable) into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, Paid, and Stamped, and Total Number of Letters; also, of the Estimated Average Number for Four Weeks of the Year immediately preceding the Reduction, distinguished in like manner - - - - - - - - - - p. 236

(No. 2.)—A RETURN of the Number of Letters which have passed through the London District Post (exclusive of all General Post Letters) for the same Periods, and distinguishing in the same manner as the last Return - - - - - - - p. 236

(No. 3.)—A Comparative Statement of the Number of Letters (including Franks, during the Existence of the Franking Privilege, delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time - - - - - - - - - - - - - p. 238

(No. 4.)—An Account showing the Gross and Net Post-office Revenue, and the Cost of Management, for the United Kingdom, for each of the Years ending the 5th Day of January 1839, 1840, 1841, 1842, and 1843; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the English to the Irish Post-office, and Advances to the Money-order Office - p. 239

(No. 5.)—An Account showing, as nearly as it can be given, the Gross Amount of Postage Revenue for England and Wales (exclusive of Returns for Refused Letters, &c.) for the Month ending the 5th Day of January 1840 (during which the Fourpenny Rate was established); and also for the Months ending the 5th Day of January 1842 and the 5th Day of January 1843 - - - - - - - - - - - - p. 239

(No. 6.)—An Account of the Payments by the Post-office made during each of the Years ending the 5th Day of January 1839, 1840, 1841, 1842, and 1843, for the Conveyance of the Mails by Railway in Great Britain; distinguishing in each instance the Payments for Work done within the Year from Payments for Work done in previous Years - - - - - - - - - - - - - - p. 239

(No. 7.)—A Return of the Number and Amount of Money Orders issued and paid in England and Wales during each Quarter, from the Quarter ending the 5th day of April 1839 to that ending the 5th Day of January 1843, inclusive - - - - - p. 240

(No. 8.)—A similar Return as regards Money Orders issued and paid in London p. 240

PARLIAMENTARY RETURNS referred to in the Evidence of Lieutenant-colonel *Maberly*; viz. Nos. 201 and 284 of Sess. 1843, ordered, by The House of Commons, to be printed, 25 April and 24 May 1843; and No. 64, Lord Monteagle's Return, ordered, by The House of Lords, to be printed, 27 March 1843.

(No. 201.)

RETURN to an ORDER of the Honourable The House of Commons, dated 24 April 1843;—*for*,

A RETURN showing the Number of INLAND LETTERS; the Gross Amount of REVENUE derived therefrom, including Payments for Official Postage and Receipts from the Money-Order Office; the Expense of MANAGEMENT, including that of the Money-Order Office, and Maintenance of Packets on Home Stations; the Amount of POSTAGE on Dead and Returned Letters; and the NET REVENUE for the Year ended 5 January 1843:—Also, a similar Return of the Number of FOREIGN and COLONIAL LETTERS; the Gross Amount of REVENUE derived therefrom, including Payments for Official Postage; the Expense of MANAGEMENT, including Maintenance of Packets on Foreign Stations; the Amount of POSTAGE on Dead and Returned Letters; and the DEFICIENCY to the Revenue for the Year ended 5 January 1843.

| | Number of Letters. | Gross Amount of Revenue, including Receipts (*a*) from the Money-Order Office, and Payments (*b*) for Official Postage. | Expense of Management, including that of the Money-Order Office, (*c*) Packets (*d*) to Ireland, Channel Islands, and Isle of Man. | Dead and Returned Letters *. | Total Expense, and Dead Letters. | Net Revenue. |
|---|---|---|---|---|---|---|
| | | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| United Kingdom Inland Revenue - - | 209,611,508 | 1,027,074 10 –½ | 895,768 2 10 | 17,293 1 2 | 913,061 4 – | 114,013 6 –½ |
| Parliamentary Grants, &c. charged on the Post-Office Revenue - - - - - - - - - - - - | | | | | | 10,745 2 6 |
| Net Receipt of Revenue from Inland Letters and Money-Orders - - - - - - - - - - - £. | | | | | | 103,268 3 6½ |

| | Number of Letters. | Gross Amount of Revenue, including Official Postage (*e*). | Expense of Management, including Packets (*f*) and Payment for Indian Communication (*g*). | Dead and Returned Letters *. | Total Expense, and Dead Letters. | Deficiency. |
|---|---|---|---|---|---|---|
| | | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Foreign and Colonial Postage - - - | 6,718,320 | 506,774 19 9 | } 681,404 6 9 | 15,041 12 7½ | 696,445 19 4½ | 113,039 19 – |
| Internal Colonial Postage - - - - | † 1,864,720 | 76,631 – 7½ | | | | |
| | 8,583,040 | 583,406 – 4½ | 681,404 6 9 | 15,041 12 7½ | 696,445 19 4½ | |

| | £. s. d. |
|---|---|
| (*a*) Money-Order Office, Receipt - - - - - - - - - - | 38,908 16 9 |
| (*c*) Ditto - - - - - Expense - - - - - - - - - - | 15,045 13 – |
| Net Receipt - - - £. | 23,863 3 9 |
| (*b*) Official Postage, Inland - - - - - - - - - - | 66,554 4 7 |
| (*e*) Ditto - - - Foreign and Colonial - - - - - - | 75,100 8 – |
| TOTAL Official Postage - - - £. | 141,654 12 7 |

| | £. s. d. |
|---|---|
| (*d*) Packets on Home Stations - - - - - - - - - - | 72,308 – 5 |
| (*f*) Ditto - Foreign - - - - - - - - - - - - | 490,542 11 5 |
| (*g*) Indian Mail - - - - - - - - - - - - | 50,000 – – |
| £. | 612,850 11 10 |

* Of the respective amounts of postage on Inland and Foreign Dead Letters no accurate statement can be furnished; they are here given so far as they have been separated in the accounts.

† This does not include the number of internal letters in Jamaica.

Examined, *C. T. Court*, Acct-Genl.

General Post Office, 1843. *W. L. Maberly*, Secretary.

(No. 284.)

RETURN to an ORDER of the Honourable The House of Commons, dated 12 May 1843;—*for*,

COPY of the TREASURY MINUTES of April and August last, directing the POST OFFICE to prepare an ESTIMATE of FOREIGN and COLONIAL POSTAGE; together with a Copy of such Estimate, and a Statement of the Date of its Receipt at the Treasury.

Appendix, No. 27.

Parliamentary Returns, referred to in Lieut.-Col. Maberly's Evidence.

Whitehall, Treasury Chambers, 23 May 1843.

G. CLERK.

COPY of TREASURY MINUTE, dated 5 April 1842.

WRITE to the Postmaster-general and request he will cause My Lords to be supplied as early as possible with an estimate, for the year ending 5 January 1842, of the gross and net revenue derived from Foreign and Colonial Postage; the estimate of Receipts to be made out with as much detail as is convenient, and to state the deductions for "Returned Letters," &c.; the estimate of Expenses to be given under the same heads, so far as they are applicable, as those under which the general expenses of the Post Office are exhibited in the annual Finance Accounts, with the addition of such fractional part of the home expenditure of the department as the Postmaster-general may consider it fair to charge on Foreign and Colonial Letters and Newspapers for expenses incurred in their behalf, whether in their receipt, conveyance or delivery in this country, in general management, or in any other manner.

In addition to the preceding estimate, request his Lordship will cause My Lords to be supplied with an estimate, also, for the year ending 5 January 1842, of the amount of Foreign and Colonial Postage charged on the public departments.

COPY of TREASURY MINUTE, dated 9 August 1842.

WRITE to the Postmaster-general and request his Lordship's immediate attention to the Letter from this Board of the 7th of April last, desiring that he will cause My Lords to be supplied as early as possible with an estimate, for the year ending 5 January 1842, of the gross and net revenue derived from Foreign and Colonial Postage.

TO the Right honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

IN compliance with Mr. Trevelyan's Letter of the 7th April last, directing me to furnish your Lordships with a detailed estimate, for the year ended the 5th January 1842, of the gross and net revenue derived from Foreign and Colonial Postage, I have now the honour to transmit for your information an estimate, which, after some considerable difficulty, has been prepared with as much detail as possible, and which I believe will show a fair average of the revenue derived from Foreign and Colonial Correspondence. To ensure, however, still further correctness on this important subject, I have given directions for the preparation of another Return, founded on actual accounts of numbers and amounts of Foreign Letters for two months, though some time I anticipate will elapse before this fresh estimate will be completed.

It will, however, I have ascertained, be necessary to incur a slight expense for the extra duty which the preparation of the estimate, upon the principles I have laid down, will occasion; but which, considering the value of a Return of this nature upon which reliance may be placed, I have not hesitated to sanction.

I beg, also, to transmit an estimate of the amount of Foreign and Colonial Postage charged to the various public departments, during the year ended 5th January 1842, which was likewise required in the Letter above referred to.

I have, &c.

General Post Office, 2 November 1842.

(signed) *Lowther.*

Appendix, No. 27.

Parliamentary Returns, referred to in Lieut.-Col. Maberly's Evidence.

## AN ESTIMATED ACCOUNT, in Detail, of Gross and Net Revenue derived from Foreign and Colonial Postage, for the Year ended the 5th January 1842.

### An Estimated Account, in Detail, of the Gross Amount of Postage upon Foreign and Colonial Letters, including the Gross Produce of the Internal Posts in *British North America* and *Jamaica*, for the Year ended 5th January 1842.

| | | £. s. d. | £. s. d. |
|---|---|---|---|
| British North America, by Liverpool Steam Packets | Bermuda | 885 16 11 | |
| | Halifax | 5,736 15 10 | |
| | Quebec | 14,021 – 11 | |
| | New Brunswick | 1,938 – 8½ | |
| | Newfoundland | 962 1 11 | |
| | Prince Edward Island | 301 19 10 | |
| | | | 23,845 16 1½ |
| United States, by Liverpool Packets | Boston | – – – | 24,457 11 11 |
| British Colonies (North America excepted), conveyed by Falmouth Packets | Antigua | 343 17 11 | |
| | Bahamas | 174 17 6 | |
| | Barbadoes | 1,707 7 8 | |
| | Berbice | 606 9 6 | |
| | Carriacou | 53 15 10 | |
| | Demerara | 2,407 3 10 | |
| | Dominica | 291 1 6 | |
| | Grenada | 562 6 –½ | |
| | Jamaica | 7,756 2 6 | |
| | Montserrat | 85 8 6 | |
| | Nevis | 217 5 6 | |
| | St. Kitts | 506 13 2 | |
| | St. Lucia | 360 16 7 | |
| | St. Vincent | 764 18 5 | |
| | Tobago | 354 13 9 | |
| | Tortola | 64 15 10 | |
| | Trinidad | 1,573 13 4 | |
| | Malta | 1,794 13 5 | |
| | Gibraltar | 2,065 13 3 | |
| | | | 22,191 14 –½ |
| North America and Jamaica, Internal Postage | Canada | 45,239 6 8½ | |
| | New Brunswick | 6,045 18 10½ | |
| | Nova Scotia | 6,551 3 10½ | |
| | Jamaica | 14,386 5 9 | |
| | | | 72,222 15 2½ |
| France | France | 45,843 6 6 | |
| | Turkey, Italy, Spain, &c. *viâ* France | 28,795 11 4 | |
| | Switzerland ditto | 4,647 8 10 | |
| | Germany ditto | 6,414 18 4 | |
| | Mediterranean, by French Packets | 4,097 7 4 | |
| | America, West Indies, &c. for or from France, in transit through England, by Packets or Private Ship | 6,722 9 10 | |
| | | | 96,521 2 2 |
| Belgium | Belgium | 11,712 10 8 | |
| | Germany, *viâ* Belgium | 7,481 4 8 | |
| | America, West Indies, &c. for Belgium, in transit through England, by Packet or Private Ship | 506 7 – | |
| | | | 19,700 2 4 |
| Holland | Holland | 10,972 5 8 | |
| | Germany, *viâ* Holland | 5,626 4 8 | |
| | America, West Indies, &c. for Holland, in transit through England, by Packet or Private Ship | 764 2 – | |
| | | | 17,362 12 4 |
| Hamburgh and the North of Europe | Hamburgh, Bremen, &c. North of Europe | 26,827 16 – | |
| | America, West Indies, &c. for or from Hamburgh, in transit through England, by Packet or Private Ship | 3,473 15 8 | |
| | | | 30,301 11 8 |
| India and Malta, *viâ* Marseilles | India | 30,561 8 3 | |
| | Malta and the Mediterranean | 2,558 5 5 | |
| | | | 33,119 13 8 |
| Foreign Countries, by Falmouth Packets, including India | Rio Bahia and Pernambuco | 3,089 10 8 | |
| | Monte Video and Buenos Ayres | 1,037 1 10 | |
| | La Guayra, Carthagena and Santa Martha | 1,136 10 – | |
| | Cape Haytien | 497 10 4 | |
| | Chagres and Panama | 257 – 2 | |
| | Honduras | 296 13 4 | |
| | Vera Cruz and Tampico | 2,081 19 4 | |
| | Cuba | 2,026 5 4 | |
| | Vigo and Cadiz | 3,131 16 8 | |
| | Oporto and Lisbon | 5,552 3 4 | |
| | Alexandria and Beyrout | 623 13 – | |
| | India | 19,420 5 4 | |
| | Madeira and Canaries | 822 9 10 | |
| | | | 39,972 19 2 |
| Conveyed by Ship | Letters for all parts | 45,233 7 6 | |
| | Newspapers ditto | 3,787 7 3 | |
| | | | 49,020 14 9 |
| | Gross Postage £. | | 428,716 13 4½ |

AN ESTIMATE of FOREIGN and COLONIAL EXPENDITURE, for the Year ended 5th January 1842.

| | £. | s. | d. |
|---|---|---|---|
| Salaries | 18,806 | 10 | 11½ |
| Travelling Charges | 853 | 1 | 7½ |
| Riding Work, Conveyance of Mails, Transit, Postage, &c. | 60,122 | 3 | 4½ |
| Tradesmen's Bills | 393 | 4 | 9½ |
| Rents and Taxes | 506 | 1 | 11 |
| Law Charges | 91 | 17 | 5 |
| Stationery and Advertising | 1,465 | – | 3½ |
| Miscellaneous | 566 | 19 | 6½ |
| £. | 82,804 | 19 | 11 |

ABSTRACT.

| | £. | s. | d. |
|---|---|---|---|
| ESTIMATE of GROSS AMOUNT of POSTAGE derived from FOREIGN and COLONIAL CORRESPONDENCE | 428,716 | 13 | 4½ |
| DEDUCTIONS for DEAD LETTERS | 16,602 | 2 | 5½ |
| | 412,114 | 10 | 11 |
| DEDUCTIONS for FOREIGN and COLONIAL EXPENDITURE | 82,804 | 19 | 11 |
| *ESTIMATED NET REVENUE from FOREIGN and COLONIAL POSTAGE, for the Year ended the 5th January 1842 | 329,309 | 11 | – |
| *N. B.—This does not include the Official Postage of the various Public Departments, amounting to | 51,579 | 17 | 8 |
| Which being added makes £. | 380,889 | 8 | 8 |

The above Estimates were received at the Treasury on the 2d November 1842.

(No. 64, of Sess. 1843 :)—LORD MONTEAGLE'S RETURN,

(No. 1.)

## LONDON GENERAL POST.

RETURN of the Number of Chargeable Letters which have passed through the London General Post (Inwards practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Unpaid, of the Year immediately preceding the Reduction, distinguished in like Manner.

| 1840. | | | | | 1841. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. |
| 4 Jan. - | 1,596,434 | 505,847 | - - | 2,102,281 | 2 Jan. - | 333,433 | 1,974,684 | 2,047,120 | 4,355,237 |
| 1 Feb. - | 787,139 | 2,217,127 | - - | 3,004,266 | 30 Jan. - | 370,080 | 2,204,919 | 2,108,074 | 4,683,073 |
| 29 Feb. - | 462,647 | 2,875,427 | - - | 3,338,074 | 27 Feb. - | 406,173 | 2,349,958 | 2,275,321 | 5,031,452 |
| 28 Mar. - | 386,150 | 2,986,517 | - - | 3,372,667 | 27 Mar. - | 435,388 | 2,249,080 | 2,375,659 | 5,060,127 |
| 25 April - | 423,930 | 2,980,970 | - - | 3,404,900 | 24 April | 449,338 | 2,191,941 | 2,325,650 | 4,966,929 |
| 23 May - | 410,399 | 2,630,895 | 419,984 | 3,461,278 | 23 May - | 464,697 | 2,284,045 | 2,487,459 | 5,236,201 |
| 20 June - | 367,831 | 2,354,932 | 942,430 | 3,665,193 | 19 June - | 485,986 | 2,340,379 | 2,516,304 | 5,342,669 |
| 18 July - | 337,176 | 2,288,040 | 1,188,229 | 3,813,445 | 17 July - | 484,987 | 2,461,049 | 2,565,987 | 5,512,023 |
| 15 Aug. - | 351,234 | 2,181,296 | 1,439,334 | 3,971,864 | 14 Aug. - | 466,264 | 2,448,165 | 2,562,905 | 5,477,334 |
| 12 Sept. - | 291,973 | 2,229,952 | 1,535,137 | 4,057,062 | 11 Sept. - | 479,709 | 2,450,026 | 2,644,269 | 5,574,004 |
| 10 Oct. - | 308,686 | 2,201,756 | 1,671,736 | 4,182,178 | 9 Oct. - | 468,896 | 2,449,606 | 2,722,109 | 5,640,611 |
| 7 Nov. - | 267,743 | 2,119,278 | 1,910,581 | 4,297,602 | 6 Nov. - | 411,269 | 2,266,492 | 2,762,572 | 5,440,333 |
| 5 Dec. - | 296,285 | 2,096,097 | 1,992,219 | 4,384,601 | 4 Dec. - | 405,840 | 2,290,108 | 2,802,938 | 5,498,886 |

| | Unpaid. | Paid. | Total. |
|---|---|---|---|
| 1839. Estimated Average for Four Weeks - - - | 1,358,651 | 263,496 | 1,622,147 |

Inland Office,
March 1843.

(No. 2.)

## LONDON DISTRICT POST.

RETURN of the Number of Letters which have passed through the London District Post (exclusive of all far as practicable, into Periods of Four complete Weeks each, and distinguishing, as regards each Period, the Weeks of the Year immediately preceding the Reduction, distinguished in like Manner.

| 1840. | | | | | 1841. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | Total. |
| 4 Jan. - | 477,273 | 825,282 | - - | 1,302,555 | 2 Jan. - | 140,328 | 810,052 | 619,166 | 1,569,546 |
| 1 Feb. - | 331,589 | 1,207,985 | - - | 1,539,574 | 30 Jan. - | 157,242 | 926,264 | 752,134 | 1,835,640 |
| 29 Feb. - | 312,757 | 1,312,379 | - - | 1,625,136 | 27 Feb. - | 207,265 | 884,822 | 771,041 | 1,863,128 |
| 28 Mar. - | 214,863 | 1,308,100 | - - | 1,522,963 | 27 Mar. - | 142,766 | 833,849 | 789,543 | 1,766,158 |
| 25 April - | 202,390 | 1,368,100 | - - | 1,570,490 | 24 April - | 138,618 | 821,807 | 777,210 | 1,737,635 |
| 23 May - | 197,922 | 1,198,613 | 285,079 | 1,681,614 | 22 May - | 144,176 | 851,413 | 855,487 | 1,851,076 |
| 20 June - | 182,914 | 1,001,088 | 518,342 | 1,702,344 | 19 June - | 140,299 | 906,252 | 837,724 | 1,884,275 |
| 18 July - | 175,927 | 920,157 | 565,145 | 1,661,229 | 17 July - | 137,209 | 884,136 | 877,986 | 1,899,331 |
| 15 Aug. - | 159,153 | 814,873 | 536,197 | 1,510,223 | 14 Aug. - | 121,332 | 790,755 | 736,542 | 1,648,629 |
| 12 Sept. - | 152,441 | 752,423 | 458,658 | 1,363,522 | 11 Sept. - | 117,857 | 734,082 | 683,104 | 1,535,043 |
| 10 Oct. - | 151,106 | 790,919 | 501,069 | 1,443,094 | 9 Oct. - | 119,507 | 763,377 | 719,990 | 1,602,874 |
| 7 Nov. - | 150,429 | 830,235 | 577,598 | 1,558,262 | 6 Nov. - | 120,883 | 755,947 | 793,686 | 1,670,516 |
| 5 Dec. - | 148,362 | 812,559 | 596,997 | 1,557,918 | 4 Dec. - | 119,255 | 799,786 | 840,477 | 1,759,518 |

| | Unpaid. | Paid. | Total. |
|---|---|---|---|
| 1839. Estimated Average for Four Weeks - - - | 800,573 | 220,813 | 1,021,386 |

Twopenny Post Office,
March 1843.

Ordered, by The House of Lords, to be Printed, 27 March 1843.

(No. 1.)

## LONDON GENERAL POST.

and Outwards) since the First General Reduction of Postage on the 5th December 1839, dividing the Time, as far as Paid, and Stamped, and Total Number of Letters; also, A RETURN of the Estimated Average Number for Four Weeks

| 1842. | | | | | 1843. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Four Weeks, ending | Unpaid. | Paid. | Stamped. | TOTAL. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | TOTAL. |
| 1 Jan. - | 411,335 | 2,188,697 | 2,607,265 | 5,207,297 | 28 Jan. - | 312,839 | 2,431,231 | 2,972,828 | 5,716,898 |
| 29 Jan. - | 351,134 | 2,166,960 | 2,760,757 | 5,278,851 | — | — | — | — | — |
| 26 Feb. - | 405,213 | 2,185,945 | 2,933,870 | 5,525,028 | — | — | — | — | — |
| 26 Mar. - | 381,458 | 2,118,809 | 2,810,911 | 5,311,178 | — | — | — | — | — |
| 23 April - | 447,620 | 2,153,979 | 2,867,074 | 5,468,673 | — | — | — | — | — |
| 21 May - | 428,056 | 2,142,229 | 2,888,187 | 5,458,472 | — | — | — | — | — |
| 18 June - | 432,592 | 2,169,878 | 2,731,486 | 5,333,956 | — | — | — | — | — |
| 16 July - | 329,842 | 2,315,575 | 2,691,570 | 5,336,987 | — | — | — | — | — |
| 13 Aug. - | 309,876 | 2,295,754 | 2,723,598 | 5,329,228 | — | — | — | — | — |
| 10 Sept. - | 288,825 | 2,428,014 | 2,713,321 | 5,430,160 | — | — | — | — | — |
| 8 Oct. - | 294,939 | 2,431,887 | 2,753,338 | 5,480,164 | — | — | — | — | — |
| 5 Nov. - | 373,149 | 2,307,114 | 2,850,304 | 5,530,567 | — | — | — | — | — |
| 3 Dec. - | 452,285 | 2,357,561 | 2,890,513 | 5,700,359 | — | — | — | — | — |
| 31 Dec. - | 263,130 | 2,385,232 | 2,790,262 | 5,438,624 | — | — | — | — | — |

The Fourpenny Rate came into operation on 5th December 1839; the Penny Rate, 10th January 1840; Stamps, 6th May 1840.

*W. Bokenham,*
Superintending President.

(No. 2.)

## LONDON DISTRICT POST.

GENERAL POST LETTERS) since the first General Reduction of Postage on the 5th December 1839, dividing the Time, as Unpaid, Paid, and Stamped, and Total Number of Letters; also, A RETURN of the Estimated Average Number for Four

| 1842. | | | | | 1843. | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Four Weeks, ending | Unpaid. | Paid. | Stamped. | TOTAL. | Four Weeks, ending | Unpaid. | Paid. | Stamped. | TOTAL. |
| 1 Jan. - | 110,452 | 786,545 | 868,739 | 1,765,736 | 28 Jan. - | 113,293 | 837,624 | 1,020,091 | 1,971,008 |
| 29 Jan. - | 118,101 | 820,835 | 980,694 | 1,919,630 | — | — | — | — | — |
| 26 Feb. - | 178,969 | 801,863 | 982,782 | 1,963,614 | — | — | — | — | — |
| 26 Mar. - | 109,447 | 751,598 | 915,988 | 1,777,033 | — | — | — | — | — |
| 23 April - | 107,819 | 763,339 | 948,116 | 1,819,274 | — | — | — | — | — |
| 21 May - | 109,883 | 808,507 | 986,020 | 1,904,410 | — | — | — | — | — |
| 18 June - | 112,576 | 821,524 | 965,946 | 1,900,046 | — | — | — | — | — |
| 16 July - | 112,674 | 800,887 | 891,698 | 1,805,259 | — | — | — | — | — |
| 13 Aug. - | 114,520 | 737,131 | 804,557 | 1,656,208 | — | — | — | — | — |
| 10 Sept. - | 98,914 | 707,417 | 712,414 | 1,518,745 | — | — | — | — | — |
| 8 Oct. - | 107,141 | 705,715 | 728,323 | 1,541,179 | — | — | — | — | — |
| 5 Nov. - | 99,227 | 735,347 | 821,826 | 1,656,400 | — | — | — | — | — |
| 3 Dec. - | 100,902 | 802,030 | 868,022 | 1,770,954 | — | — | — | — | — |
| 31 Dec. - | 105,628 | 827,791 | 888,055 | 1,821,474 | — | — | — | — | — |

The Penny Rate came into operation, as respects this Post, on 5th December 1839; Stamps, 6th May 1840.

*R. Smith,*
Superintending President.

(No. 3.)

## UNITED KINGDOM.

A Comparative Statement of the Number of Letters (including Franks, during the Existence of the Franking Privilege) delivered in the United Kingdom in One Week of each Calendar Month, beginning with November 1839, and ending with the present Time.

| WEEKS ending | ENGLAND AND WALES. | | | | TOTAL IRELAND. | TOTAL SCOTLAND. | TOTAL UNITED KINGDOM. |
|---|---|---|---|---|---|---|---|
| | Country Offices. | London, Inland, Foreign, and Ship. | London District Post. | TOTAL ENGLAND and WALES. | | | |
| 1839: | | | | | | | |
| 24 November - | 764,938 | 229,292 | 258,747 | 1,252,977 | 179,931 | 153,065 | 1,585,973 |
| 22 December - | 963,616 | 279,457 | 340,693 | 1,583,766 | 225,889 | 199,032 | 2,008,687 |
| 1840: | | | | | | | |
| January - | not ascertained. | — | — | — | — | — | — |
| 23 February - | 1,658,002 | 431,298 | 406,476 | 2,495,776 | 349,928 | 353,933 | 3,199,637 |
| 22 March - | 1,607,431 | 416,887 | 386,689 | 2,411,007 | 321,163 | 337,326 | 3,069,496 |
| 26 April* - | 1,505,609 | 410,270 | 390,989 | 2,306,868 | 328,074 | 319,924 | 2,954,866 |
| 24 May - - | 1,588,809 | 449,333 | 418,926 | 2,457,068 | 338,407 | 342,560 | 3,138,035 |
| 21 June - - | 1,629,123 | 454,376 | 441,848 | 2,525,347 | 343,761 | 352,098 | 3,221,206 |
| 19 July - - | 1,674,410 | 452,448 | 400,753 | 2,527,611 | 338,495 | 356,817 | 3,222,923 |
| 23 August - | 1,746,257 | 461,689 | 343,347 | 2,551,293 | 345,831 | 369,436 | 3,266,560 |
| 20 September - | 1,811,213 | 450,871 | 340,232 | 2,602,316 | 350,318 | 366,419 | 3,319,053 |
| 25 October - | 1,821,711 | 472,802 | 387,848 | 2,682,361 | 369,297 | 366,121 | 3,417,779 |
| 22 November - | 1,805,325 | 492,574 | 387,282 | 2,685,181 | 385,672 | 385,262 | 3,456,115 |
| 20 December - | 1,782,579 | 491,264 | 405,153 | 2,678,996 | 381,306 | 375,024 | 3,435,326 |
| 1841: | | | | | | | |
| 24 January - | 1,929,661 | 519,625 | 467,940 | 2,917,226 | 386,555 | 380,242 | 3,684,023 |
| 21 February †- | 2,133,197 | 547,621 | 504,147 | 3,184,965 | 460,380 | 444,819 | 4,090,164 |
| 21 March - | 1,950,501 | 531,960 | 447,766 | 2,930,227 | 389,877 | 401,351 | 3,721,455 |
| 25 April - - | 1,899,485 | 511,064 | 454,601 | 2,865,150 | 389,989 | 389,568 | 3,644,707 |
| 23 May - | 1,908,188 | 546,170 | 452,864 | 2,907,222 | 391,332 | 400,581 | 3,699,135 |
| 20 June - - | 1,911,452 | 540,099 | 506,911 | 2,958,462 | 396,374 | 418,300 | 3,773,136 |
| 25 July - - | 2,001,546 | 522,290 | 437,471 | 2,961,307 | 383,549 | 401,152 | 3,746,008 |
| 22 August - | 1,994,305 | 531,773 | 384,506 | 2,910,584 | 377,141 | 410,224 | 3,697,949 |
| 19 September - | 1,999,372 | 532,075 | 378,244 | 2,909,691 | 389,696 | 396,233 | 3,695,620 |
| 24 October - | 2,041,335 | 551,711 | 404,271 | 2,997,317 | 404,689 | 407,118 | 3,809,124 |
| 21 November - | 2,029,370 | 564,481 | 435,602 | 3,029,453 | 403,421 | 413,248 | 3,846,122 |
| 19 December - | 2,062,129 | 554,990 | 458,459 | 3,075,578 | 425,681 | 437,496 | 3,938,755 |
| 1842: | | | | | | | |
| 23 January - | 2,165,323 | 567,636 | 481,206 | 3,214,165 | 421,273 | 423,245 | 4,058,683 |
| 20 February †- | 2,385,607 | 581,571 | 522,634 | 3,489,812 | 486,909 | 471,763 | 4,448,484 |
| 20 March - | 2,100,176 | 560,433 | 448,195 | 3,108,804 | 403,714 | 451,768 | 3,964,286 |
| 24 April - - | 2,061,679 | 579,332 | 455,279 | 3,096,290 | 428,782 | 404,441 | 3,929,513 |
| 22 May - - | 1,962,940 | 544,120 | 485,330 | 2,992,390 | 409,848 | 406,736 | 3,808,974 |
| 19 June - - | 2,015,659 | 549,953 | 467,371 | 3,032,983 | 412,689 | 412,688 | 3,858,360 |
| 24 July - - | 2,093,027 | 566,462 | 431,377 | 3,090,866 | 414,202 | 404,464 | 3,909,532 |
| 21 August - | 2,083,969 | 544,113 | 380,682 | 3,008,764 | 405,097 | 420,019 | 3,833,880 |
| 25 September - | 2,159,975 | 556,099 | 382,191 | 3,098,265 | 420,078 | 425,700 | 3,944,043 |
| 23 October - | 2,166,126 | 561,487 | 400,713 | 3,128,326 | 429,494 | 423,948 | 3,981,768 |
| 20 November - | 2,242,034 | 593,646 | 446,341 | 3,282,021 | 474,031 | 446,494 | 4,202,546 |
| 25 December - | 2,205,521 | 576,367 | 496,360 | 3,278,248 | 446,534 | 435,407 | 4,160,189 |
| 1843: | | | | | | | |
| 22 January - | 2,274,241 | 583,293 | 485,376 | 3,342,910 | 462,148 | 445,132 | 4,250,190 |
| 19 February - | 2,460,241 | 583,230 | 536,060 | 3,579,531 | 498,084 | 464,717 | 4,542,332 |

* Easter Week.

† Week of the Valentines.

General Post-office,
March 1843.

*W. L. Maberly*, Secretary.

(No. 4.)

AN ACCOUNT showing the GROSS and NET POST-OFFICE REVENUE, and the Cost of MANAGEMENT, for the United Kingdom, for each of the Years ending 5th January 1839, 1840, 1841, 1842, and 1843; excluding from the Account, whether of Gross Revenue or Cost of Management, any Advances that may have been made by the *English* to the *Irish* Post-office, and Advances to the Money-Order Office.

| Year ending | Gross Revenue.* | Cost of Management.† | Net Revenue. | Postage charged on the Government Departments. | Net Revenue, exclusive of Charges on the Government Departments. |
|---|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| 5 Jan. 1839 - | 2,346,278 – 9½ | 686,768 3 6¾ | 1,659,509 17 2¾ | 45,156 – 11 | 1,614,353 16 3¾ |
| — 1840‡ - | 2,390,763 10 1½ | 756,999 7 4 | 1,633,764 2 9½ | 44,277 13 4 | 1,589,486 9 5½ |
| — 1841 - | 1,342,604 5 2 | 858,677 – 5¼ | 483,927 4 8¾ | 90,761 3 2 | 393,166 1 6¾ |
| — 1842 - | 1,495,540 9 –¾ | 938,168 19 7½ | 557,371 9 5¼ | 113,255 15 10 | 444,115 13 7¼ |
| — 1843 - | 1,578,145 16 7½ | 977,504 10 3 | 600,641 6 4½ | 122,161 8 9 | 478,479 17 7½ |

* Namely, the gross receipts, after deducting the returns for "Refused Letters," &c.

† Including all payments out of the revenue, in its progress to the Exchequer, except advances to the Money-Order Office.

‡ This year includes one month of the fourpenny rate.

General Post-office,
17 March 1843.

*C. T. Court*,
Accountant-General.

(No. 5.)

AN ACCOUNT showing, as nearly as it can be given, the GROSS AMOUNT of POSTAGE REVENUE for *England* and *Wales* (exclusive of Returns for "Refused Letters," &c.) for the Month ending 5th January 1840 (during which the Fourpenny Rate was established); and also for the Months ending 5th January 1842 and 5th January 1843.

GROSS REVENUE, ENGLAND AND WALES.

| | £. s. d. |
|---|---|
| Month ending 5th January 1840 - - - - (Fourpenny rate.) | 103,623 – – |
| Month ending 5th January 1842 - - - - (Penny rate.) | 100,383 3 4 |
| Month ending 5th January 1843 - - - - | 102,751 – 7 |

General Post-office,
March 1843.

*C. T. Court*,
Accountant-General.

(No. 6.)

AN ACCOUNT of the PAYMENTS by the Post-office made during each of the Years ending 5th January 1839, 1840, 1841, 1842, and 1843, for the Conveyance of the Mails by Railway in *Great Britain*; distinguishing in each Instance the Payments for Work done within the Year from Payments for Work done in previous Years.

| PAYMENTS made in course of the Year ending | For Work done within the Year. | For Work done in previous Years. | TOTAL PAYMENTS. |
|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. |
| 5 January 1839 - - - - | 12,248 1 10 | 132 3 9 | 12,380 5 7 |
| — 1840 - - - - | 47,875 6 5 | 4,354 14 9 | 52,230 1 2 |
| — 1841 - - - - | 50,942 19 2 | 358 7 6 | 51,301 6 8 |
| — 1842 - - - - | 85,643 15 7 | 9,174 12 3 | 94,818 7 10 |
| — 1843 - - - - | 75,183 6 8 | 2,386 18 11 | 77,570 5 7 |

Mail Coach Office, March 1843.

*W. Wedderburn.*

Appendix, No. 27.

Parliamentary Returns, referred to in Lieut.-Col. Maberly's Evidence.

## (No. 7.)

RETURN of the Number and Amount of MONEY-ORDERS Issued and Paid in *England* and *Wales* during the under-mentioned Quarters, the Quarters to the 5th October 1842 and 5th January 1843 being partly estimated.

| For the Quarters ended | Money-Orders Issued. | | Money-Orders Paid. | | Total Amount passing through the Office. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| 1839: | | £. s. d. | | £. s. d. | | £. s. d. |
| 5 April - - | 28,838 | 49,496 5 8 | 25,785 | 43,237 14 9 | 54,623 | 92,734 - 5 |
| 5 July - - | 34,612 | 59,099 9 5 | 28,645 | 50,154 18 6 | 63,257 | 109,254 7 11 |
| 5 October - - | 38,510 | 64,056 7 8 | 31,909 | 54,768 3 3 | 70,419 | 118,824 10 11 |
| 1840: | | | | | | |
| 5 January - - | 40,763 | 67,411 2 7 | 37,665 | 60,425 6 1 | 78,428 | 127,836 8 8 |
| 5 April - - | 76,145 | 119,932 12 1 | 70,875 | 117,858 - 4 | 147,020 | 237,790 12 5 |
| 5 July - - | 94,215 | 151,734 15 8 | 82,558 | 135,393 - 2 | 176,773 | 287,127 15 10 |
| 5 October - - | 122,420 | 196,507 14 3 | 110,227 | 170,084 - 6 | 232,647 | 366,591 14 9 |
| 1841: | | | | | | |
| 5 January - - | 189,984 | 334,652 14 8 | 165,940 | 316,628 17 2 | 355,924 | 651,281 11 10 |
| 5 April - - | 275,870 | 567,518 12 3 | 274,201 | 561,574 14 6 | 550,071 | 1,129,093 6 9 |
| 5 July - - | 289,884 | 608,774 11 2 | 291,884 | 615,850 7 7 | 581,768 | 1,224,624 18 9 |
| 5 October - - | 334,071 | 661,099 9 - | 326,193 | 651,935 18 6 | 660,264 | 1,313,035 7 6 |
| 1842: | | | | | | |
| 5 January - - | 390,290 | 820,576 11 10 | 376,382 | 808,699 10 4 | 766,672 | 1,629,276 2 2 |
| 5 April - - | 419,530 | 890,575 17 1 | 415,904 | 887,927 15 7 | 835,434 | 1,778,503 12 8 |
| 5 July - - | 422,452 | 885,803 4 5 | 408,564 | 886,160 10 5 | 831,016 | 1,771,963 14 10 |
| 5 October - - | 432,205 | 901,540 1 5 | 423,390 | 892,491 7 5 | 855,595 | 1,794,031 8 10 |
| 1843: | | | | | | |
| 5 January - - | 494,757 | 1,031,992 7 2 | 486,437 | 1,023,200 9 2 | 981,194 | 2,055,192 16 4 |

The Commission on Money-Orders was, on and from 20th of November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - - - from 6*d.* to 3*d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - - - - from 1 *s.* 6*d.* to 6*d.*

Money-Order Office,
16 March 1843.

*Wm. Barth,*
President.

## (No. 8.)

A RETURN of the Number and Amount of MONEY ORDERS Issued and Paid in London during the under-mentioned Quarters.

| For the Quarters ended | Money Orders Issued. | | Money Orders Paid. | | Total Issued and Paid. | |
|---|---|---|---|---|---|---|
| | Number. | Amount. | Number. | Amount. | Number. | Amount. |
| 1839: | | £. s. d. | | £. s. d. | | £. s. d. |
| 5 April - - | 3,891 | 7,160 19 4 | 5,532 | 10,240 14 8 | 9,423 | 17,401 14 - |
| 5 July - - | 4,436 | 8,019 14 11 | 5,741 | 10,775 9 9 | 10,177 | 18,795 4 8 |
| 5 October - - | 4,585 | 8,718 18 4 | 6,259 | 11,603 9 11 | 10,844 | 20,322 8 3 |
| 1840: | | | | | | |
| 5 January - - | 4,977 | 8,472 2 7 | 6,958 | 13,210 1 - | 11,935 | 21,682 3 7 |
| 5 April - - | 11,309 | 18,518 6 - | 15,272 | 36,088 9 8 | 26,581 | 54,606 15 8 |
| 5 July - - | 13,582 | 25,566 11 - | 16,515 | 31,392 8 5 | 30,097 | 56,958 19 5 |
| 5 October - - | 19,965 | 28,981 15 3 | 24,584 | 41,219 10 8 | 44,549 | 70,201 5 11 |
| 1841: | | | | | | |
| 5 January - - | 16,185 | 48,122 18 3 | 38,669 | 86,679 19 2 | 54,854 | 134,802 17 5 |
| 5 April - - | 36,460 | 73,832 11 1 | 79,315 | 172,749 15 6 | 115,775 | 246,582 6 7 |
| 5 July - - | 42,559 | 96,194 14 2 | 88,085 | 196,364 11 6 | 130,644 | 292,559 5 8 |
| 5 October - - | 47,483 | 96,850 18 - | 89,451 | 209,646 12 3 | 136,934 | 306,497 10 3 |
| 1842: | | | | | | |
| 5 January - - | 57,424 | 114,221 2 6 | 104,158 | 256,173 18 9 | 161,582 | 370,395 1 3 |
| 5 April - - | 57,968 | 117,733 1 6 | 125,386 | 285,697 11 7 | 183,354 | 403,430 13 1 |
| 5 July - - | 63,347 | 128,836 10 1 | 122,858 | 282,999 4 3 | 186,205 | 411,835 14 4 |
| 5 October - - | 65,283 | 133,028 11 - | 125,933 | 280,721 6 4 | 191,216 | 413,749 17 4 |
| 1843: | | | | | | |
| 5 January - - | 73,520 | 146,000 7 - | 143,065 | 320,797 17 - | 216,585 | 466,798 4 - |

The Commission on Money Orders was, on and from 20th November 1840, reduced as follows:

For any sum not exceeding 2 *l.* - - - - - from 6*d.* to 3*d.*
For any sum above 2 *l.* and not exceeding 5 *l.* - - - - from 1 *s.* 6*d.* to 6*d.*

Money-Order Office,
16 March 1843.

*Wm. Barth,*
President.

General Post-office,
23 March 1843.

*W. L. Maberly,*
Secretary.

# Appendix, No. 28.

A RETURN, showing the DISTRICTS into which the METROPOLIS is divided for the Delivery of the GENERAL-POST LETTERS, the Hour at which such Delivery Commences, and the Time usually Occupied by it, on each Day of the Week.

| | DISTRICTS. | The Delivery Commences on each Day of the Week, excepting Monday, or when there may be heavy Arrivals of Ship or Foreign Letters, at about | Time Occupied in Delivery on each Day of the Week, excepting Monday, or when there may be heavy Arrivals of Ship or Foreign Letters, at about |
|---|---|---|---|
| DIVISION 1. | Bedford-square | H. 9 0 M. | H. 1 15 M. |
| | Berners-street | 9 0 | 1 15 |
| | Cavendish-square | 9 5 | 1 15 |
| | Crawford-street | 9 10 | 1 20 |
| | Fitzroy-square | 9 0 | 1 0 |
| | Gloucester-place | 9 10 | 1 10 |
| | Manchester-square | 9 5 | 0 55 |
| | Marylebone | 9 5 | 1 15 |
| | Montagu-square | 9 10 | 1 25 |
| | Nottingham-place | 9 10 | 0 55 |
| | Portland-place | 9 5 | 1 0 |
| | Portman-square | 9 10 | 1 40 |
| | Rathbone-place | 9 0 | 1 15 |
| | Titchfield-street | 9 5 | 1 30 |
| | Torrington-square | 9 0 | 1 30 |
| | Wigmore-street | 9 10 | 1 0 |
| DIVISION 2. | Berkeley-square | 9 10 | 1 5 |
| | Great Marlborough-st. | 9 5 | 1 45 |
| | Grosvenor-square | 9 5 | 1 40 |
| | Hanover-square | 9 5 | 1 25 |
| | Hill-street | 9 10 | 1 0 |
| | Lower Brook-street | 9 5 | 1 5 |
| | North Audley-street | 9 10 | 1 10 |
| | Oxford-street | 9 0 | 1 0 |
| | St. Giles's | 9 0 | 1 55 |
| | Soho-square | 9 0 | 1 25 |
| | Wardour-street | 9 0 | 1 20 |
| DIVISION 3. | Gerrard-street | 9 0 | 1 35 |
| | Golden-square | 9 0 | 1 0 |
| | Haymarket | 9 0 | 1 0 |
| | Leicester-square | 9 0 | 1 15 |
| | May Fair | 9 5 | 1 0 |
| | Old Bond-street | 9 5 | 1 10 |
| | Pall Mall | 9 0 | 1 0 |
| | Sackville-street | 9 0 | 1 5 |
| | St. James's-square | 9 5 | 1 15 |
| | St. James's-street | 9 5 | 0 55 |
| DIVISION 4. | Adelphi | 9 0 | 1 15 |
| | Bow-street | 9 0 | 0 55 |
| | Chandos-street | 9 0 | 1 0 |
| | Charing-cross | 9 0 | 1 25 |
| | Covent-garden | 9 0 | 1 15 |
| | Essex-street | 9 0 | 1 20 |
| | Great George-street | 9 10 | 1 10 |
| | Palace-yard | 9 10 | 0 55 |
| | Queen's House | 9 15 | 1 10 |
| | Seven Dials | 9 0 | 1 55 |
| | Somerset-place | 9 0 | 1 0 |
| | Treasury | 9 0 | 1 15 |
| | Vincent-square | 9 15 | 1 5 |
| DIVISION 5. | Bloomsbury-square | 9 0 | 1 30 |
| | Brunswick-square | 9 0 | 1 10 |
| | Burton-crescent | 9 5 | 1 35 |
| | Carey-street | 9 0 | 1 25 |
| | Chancery-lane | 9 0 | 1 30 |
| | Gray's Inn | 9 0 | 1 15 |
| | Great Queen-street | 9 0 | 1 0 |
| | King's Road | 9 0 | 1 30 |
| | Lincoln's Inn | 9 0 | 1 35 |
| | Lincoln's Inn-fields | 9 0 | 1 50 |
| | Mecklenburg-square | 9 0 | 1 25 |
| | Queen's-square | 9 0 | 1 5 |
| | Red Lion-square | 9 0 | 1 30 |
| | Tavistock-square | 9 0 | 1 30 |
| | Wych-street | 9 0 | 1 30 |
| DIVISION 6. | Bridge-street | 9 0 | 1 15 |
| | Fetter-lane | 9 0 | 1 25 |
| | Fleet-street | 9 0 | 1 15 |
| | Hatton-garden | 9 0 | 1 40 |
| | Leather-lane | 9 0 | 1 15 |
| | Ludgate-hill | 9 0 | 1 25 |
| | Northampton-square | 9 0 | 1 5 |
| | St. John's-street | 9 0 | 1 20 |
| | Shoe-lane | 9 0 | 1 30 |
| | Temple | 9 0 | 1 10 |
| | West Smithfield | 9 0 | 1 30 |
| | Wilmington-square | 9 0 | 1 40 |
| DIVISION 7. | Bread-street | H. 9 0 M. | H. 1 20 M. |
| | Doctors' Commons | 9 0 | 1 20 |
| | Friday-street | 9 0 | 0 50 |
| | Newgate-street | 9 0 | 0 45 |
| | Paternoster-row | 9 0 | 1 0 |
| | Poultry | 9 0 | 1 35 |
| | Queenhithe | 9 0 | 1 20 |
| DIVISION 8. | Aldersgate-street | 9 0 | 1 20 |
| | Cateaton-street | 9 0 | 1 15 |
| | Charter House-square | 9 0 | 1 20 |
| | City-road | 9 0 | 1 40 |
| | Coleman-street | 9 0 | 1 0 |
| | Finsbury-square | 9 0 | 1 30 |
| | Golden-lane | 8 45 | 1 45 |
| | King-square | 8 45 | 1 35 |
| | King-street | 9 0 | 1 10 |
| | Little Britain | 9 0 | 1 20 |
| | London-wall | 9 0 | 1 30 |
| | Lothbury | 9 0 | 1 10 |
| | Milk-street | 9 0 | 1 0 |
| | Wood-street | 9 0 | 1 0 |
| DIVISION 9. | Austin Friars | 9 0 | 1 15 |
| | Bishopgate-street | 9 0 | 1 20 |
| | Cornhill | 9 0 | 1 0 |
| | Gracechurch-street | 9 0 | 1 5 |
| | Houndsditch | 9 0 | 1 15 |
| | Leadenhall-street | 9 0 | 1 20 |
| | Lime-street | 9 0 | 1 15 |
| | New Broad-street | 9 0 | 1 10 |
| | Old Broad-street | 9 0 | 1 15 |
| | St. Mary Axe | 9 0 | 1 10 |
| | Shoreditch | 9 0 | 1 30 |
| | Spitalfields | 9 0 | 2 0 |
| | Spital-square | 9 0 | 1 25 |
| | Threadneedle-street | 9 0 | 1 15 |
| DIVISION 10. | Cannon-street | 9 0 | 1 20 |
| | Eastcheap | 9 0 | 1 10 |
| | Fenchurch-street | 9 0 | 1 30 |
| | King William-street | 9 0 | 1 20 |
| | Lombard-street | 9 0 | 1 10 |
| | Lower Thames-street | 9 0 | 1 20 |
| | Mark-lane | 9 0 | 1 15 |
| | Minories | 9 0 | 1 15 |
| | Tower-street | 9 0 | 1 30 |
| DIVISION 11. | Commercial-road | 9 15 | 1 15 |
| | Goodman's-fields | 9 15 | 1 5 |
| | Limehouse | 9 15 | 1 30 |
| | Mile-end | 9 15 | 1 45 |
| | Ratcliffe-highway | 9 15 | 1 30 |
| | River | 9 0 | uncertain. |
| | St. Catherine's | 9 0 | 1 25 |
| | Shadwell | 9 15 | 1 15 |
| | Stepney | 9 0 | 1 15 |
| | Wapping | 9 15 | 1 15 |
| | Whitechapel | 9 0 | 0 55 |
| DIVISION 12. | Bankside | 9 0 | 1 50 |
| | Bermondsey | 9 0 | 1 20 |
| | Blackman-street | 9 0 | 1 0 |
| | Borough | 9 0 | 1 25 |
| | Dover-road | 9 0 | 1 20 |
| | Great Surrey-street | 9 0 | 1 15 |
| | Horsleydown | 9 0 | 1 0 |
| | Lambeth | 9 0 | 1 15 |
| | Long-lane | 9 0 | 1 40 |
| | Obelisk | 9 15 | 1 15 |
| | Paragon | 9 15 | 1 15 |
| | Rotherhithe | 9 30 | 1 30 |
| | Tooley-street | 9 0 | 1 50 |
| | Waterloo-road | 9 0 | 1 20 |
| DIVISION 13. | Albany-street | 9 15 | 1 15 |
| | Belgrave-place | 9 15 | 1 30 |
| | Belgrave-square | 9 15 | 1 15 |
| | Clarendon-square | 9 0 | 1 15 |
| | Connaught-square | 9 15 | 1 5 |
| | Dorset-square | 9 15 | 1 30 |
| | Euston-square | 9 0 | 1 30 |
| | Grosvenor-place | 9 15 | 1 15 |
| | Knightsbridge | 9 15 | 1 40 |
| | Pentonville | 9 0 | 1 30 |
| | York-terrace | 9 15 | 1 25 |

This Return has been prepared from an average of the month of May, excluding Monday.

The average dispatch on each Monday in May was one hour later than on the other days of the week, and the time occupied by the General-post letter-carriers in delivering on the Monday (on account of the greater number of letters) was from 30 to 45 minutes longer than on the other days in the week.

20 June 1843.

(signed) *Frederick Kelly*, Inspector of Letter-Carriers.
*W. Bokenham*, Superintending President.

General Post-office, 28 June 1843.

(signed) *W. L. Maberly*, Secretary.

## Appendix, No. 29.

Appendix, No. 30.

Letters Posted at Branch Offices for the 10, 12, and 2 o'Clock Deliveries.

## TWOPENNY POST-OFFICE.

A RETURN showing the Total Number of LETTERS Posted at the RECEIVING-HOUSES attached to the following BRANCH OFFICES for the 10, 12, and 2 o'Clock Deliveries; distinguishing what Portion of the Letters were intended for Delivery within the Districts in which they were Posted, and what Portion of them were intended for the other Districts.

CHARING-CROSS BRANCH OFFICE; 8 o'Clock A.M. Collection.

| Total Number of London District Letters collected from the Receiving-houses. | For Delivery in the District in which they were Posted. | For the North-row District. | For the Portland-street District. | For the Chief-office District. | For the Stepney District. | For the Southwark District. | For the Country Districts. |
|---|---|---|---|---|---|---|---|
| 1,177 | 137 | 150 | 110 | 304 | 37 | 34 | 405 |

NORTH-ROW BRANCH OFFICE; 10 o'Clock A.M. Collection.

| Total Number of London District Letters collected from the Receiving-houses. | For Delivery in the District in which they were Posted. | For the Charing-cross District. | For the Portland-street District. | For the Chief-office District. | For the Stepney District. | For the Southwark District. | For the Country Districts. |
|---|---|---|---|---|---|---|---|
| 594 | 63 | 87 | 53 | 138 | 12 | 18 | 223 |

PORTLAND-STREET BRANCH OFFICE; 12 o'Clock Collection.

| Total Number of London District Letters collected from the Receiving-houses. | For Delivery in the District in which they were Posted. | For the Charing-cross District. | For the North-row District. | For the Chief-office District. | For the Stepney District. | For the Southwark District. | For the Country Districts. |
|---|---|---|---|---|---|---|---|
| 718 | 45 | 88 | 77 | 165 | 31 | 22 | 290 |

Twopenny Post-office, 8 August 1843.

(signed) *R. Smith.*

## Appendix, No. 30.

## REVENUE DERIVED FROM FOREIGN AND COLONIAL POSTAGE.

ACCOUNT showing the Estimated Amount of Gross and Net Postage on Foreign and Colonial Letters and Newspapers for one Year, calculated on Accounts kept in the Months of November and December 1842; showing also the Actual Amount of Postage received on Internal Colonial Letters in one Year.

| | | £. s. d. | £. s. d. |
|---|---|---|---|
| North America, by Liverpool steam-packets | British North America | 30,757 9 3 | |
| | United States | 34,131 9 6 | 64,888 18 9 |
| British Colonies (North America excepted), conveyed by Falmouth packets | British West Indies | 25,383 18 – | |
| | Gibraltar, Malta, &c. | 7,534 17 – | 32,918 15 – |
| Foreign Countries, by Falmouth packets | Foreign West Indies | 4,298 8 – | |
| | Mexico, New Granada, Venezuela, Panama | 7,380 13 6 | |
| | Brazil | 5,034 13 6 | |
| | Buenos Ayres and Monte Video | 2,261 7 6 | |
| | Madeira and Azores | 2,069 3 6 | |
| | Spain | 3,245 15 – | |
| | Portugal | 6,534 2 6 | |
| | Greece, Egypt, and Syria | 941 9 6 | 31,765 13 – |
| India, by Falmouth packets | India, *viâ* Falmouth | 26,611 8 6 | 26,611 8 6 |
| India and Malta, *viâ* Marseilles | India | 35,160 19 6 | |
| | Malta | 2,505 10 6 | 37,666 10 – |
| France | France | 71,004 11 – | |
| | Turkey, Italy, Spain, *viâ* France | 33,363 2 – | |
| | Switzerland ditto | 3,936 18 – | |
| | Germany ditto | 7,126 19 – | |
| | Mediterranean, by French packet | 5,703 3 9 | |
| | America, West Indies, &c. in transit through England, by packet or private ship | 8,001 9 9 | 129,136 3 6 |
| Belgium | Belgium | 10,672 3 – | |
| | Germany, *viâ* Belgium | 6,262 14 6 | |
| | America, West Indies, &c. in transit through England, by packet or private ship | 750 15 – | 17,685 12 6 |
| Holland | Holland | 9,644 12 6 | |
| | Germany, *viâ* Holland | 4,714 13 6 | |
| | America, West Indies, &c. in transit through England, by packet or private ship | 1,500 – – | 15,859 6 – |
| Hamburgh and North of Europe | Hamburgh and Bremen | 8,705 18 – | |
| | North of Europe | 16,687 16 – | |
| | America, West Indies, &c. in transit through England, by packet or private ship | 3,928 15 6 | 29,322 9 6 |
| Newspapers to and from all parts | Liverpool | 615 14 – | |
| | Falmouth | 688 7 6 | 1,304 1 6 |
| Conveyed by Ship | Letters and Newspapers | 44,515 13 6 | 44,515 13 6 |
| North America and Jamaica internal Postage | British North America | 62,020 4 1 | |
| | Jamaica | 14,610 16 6½ | 76,631 – 7½ |
| Gross Postage on Foreign and Colonial and Internal Colonial Letters and Newspapers | | £. | 508,305 12 4½ |

Appendix, No. 30.

Revenue derived from Foreign and Colonial Postage.

A STATEMENT of Foreign and Colonial Expenditure, for the Year ended 5th January 1843.

| | £. | s. | d. |
|---|---|---|---|
| Salaries | 20,399 | 10 | 5 |
| Travelling Charges | 1,297 | 16 | – |
| Riding Work and Conveyance of Mails, &c. | 36,076 | 4 | 9½ |
| Transit Postage, &c. | 39,002 | 3 | 6 |
| Tradesmen's Bills | 677 | 8 | 4¼ |
| Rents and Taxes | 571 | 19 | –½ |
| Law Charges | 7 | 16 | – |
| Stationery and Advertising | 1,745 | 2 | 11 |
| Miscellaneous | 632 | 7 | 10 |
| | 100,410 | 8 | 10¼ |
| Ship-letter Gratuities | 13,184 | 8 | 5½ |
| £. | 113,594 | 17 | 3¾ |

ABSTRACT.

| | £. | s. | d. |
|---|---|---|---|
| Estimate of Gross Amount of Postage derived from Foreign and Colonial Correspondence | 508,305 | 12 | 4½ |
| Deductions for Dead-letters | 15,041 | 12 | 7½ |
| | 493,263 | 19 | 9 |
| Deductions for Foreign and Colonial Expenditure* | 140,939 | 17 | 10 |
| Estimated Net Revenue from Foreign and Colonial Postage, for the year ended 5th January 1843 | 352,324 | 1 | 11 |
| This Amount does not include the Official Postage of the various Public Departments, amounting to | 75,100 | 8 | – |
| Which being added, makes £. | 427,424 | 9 | 11 |

* This includes 27,345*l.* 0*s.* 6¼*d.*, the proportion of inland expenditure with which Foreign and Colonial letters are fairly chargeable.

## Appendix, No. 31.

Appendix, No. 30.

Foreign and Colonial Expenditure for Salaries.

### FOREIGN AND COLONIAL EXPENDITURE FOR SALARIES.

A STATEMENT in Detail of the Foreign and Colonial Expenditure for Salaries, in the Year ended 5th January 1843.

| NAME. | AMOUNT. £. | s. | d. |
|---|---|---|---|
| Alexandria | 235 | – | – |
| Falmouth | 1,042 | 16 | – |
| Gibraltar | 300 | – | – |
| Lisbon | 300 | – | – |
| Madeira | 50 | – | – |
| Malta | 250 | – | – |
| Ostend | 376 | 9 | – |
| Rio de Janeiro | 45 | – | – |
| British North America | 10,837 | 12 | 7½ |
| Jamaica | 3,128 | 7 | 9 |
| West Indies | 2,479 | 2 | 8½ |
| Marine Mail Guards and Officers in charge of Foreign Mails | 1,355 | 2 | 4 |
| £. | 20,399 | 10 | 5 |

Accountant-general's Office, 1 August 1843.

*Charles Compton*, D. A. G.

## Appendix, No. 32.



A Comparative Statement of the Cost to Government of Penny-Postage Labels and Embossed Postage Envelopes, for the Year 1842.

The Number of Postage Label Stamps issued in the Year 1842, was 112,337,280; the Total Cost of preparing and issuing them, was 8,953 *l.* 5 *s.* The Number of Postage Envelopes issued in the Year 1842, was 14,773,200; the Cost of preparing and issuing them was more than covered by the additional Charges made for them over and above the Postage Rate; the Cost was 5,373 *l.* 15 *s.* 5 *d.*, and the Proceeds were 5,520 *l.* 14 *s.* 2 *d.* to the Office, besides yielding a Profit to the Stamp Distributors and Postmasters.

| DETAILS OF COST. | LABELS = 112,337,280 Stamps. | | | ENVELOPES = 14,773,200 Stamps. | | |
|---|---|---|---|---|---|---|
| Salaries and Wages: | £. s. d. | £. s. d. | | £. s. d. | £. s. d. | |
| Inspector, 500 *l.*, $\frac{7}{10}$ estimated to belong to Envelopes, and $\frac{3}{10}$ to Labels | 150 – – | – – – | | 350 – – | | |
| 2 Chief Assistants | 140 – – | | | | | |
| | | 290 – – | | 52 10 – | | |
| Clerk | – – – | – – – | | 120 – – | | |
| Supervisor of Machines | – – – | – – – | | 130 – – | | |
| Warehousemen, Tellers, and Stampers | – – – | – – – | | 390 12 8 | | |
| | | | | 1,043 2 8 | | |
| Less, saving in the salary of an officer rendered unnecessary in the general Stamp Department | – – – | – – – | £. | 82 – – | | |
| | | | | | 961 2 8 | |
| Paper | – – – | 620 15 – | | – – – | 2,380 – – | |
| Printing, Gumming, &c. | – – – | 3,342 10 – | | — | | |
| Stationery, Packing, &c., estimated at | – – – | 20 – – | | – – – | 40 – – | |
| Poundage to Distributors, Sub-Distributors, and Postmasters, estimated for Labels to equal one per cent. upon the amount of Duty, 468,072 *l.* | – – – | 4,680 – – | | — | | |
| Poundage upon Envelopes. The profit for distribution is obtained by the Distributors and Postmasters charging the public somewhat more than the office charges them. A small poundage is allowed to Stamp Distributors for sales made by their Sub-distributors, amounting to | – – – | – – – | | – – – | 52 16 4 | |
| Sundries: | | | | | | |
| Folding, and cost of Ornamental Paper Bands | – – – | – – – | | 1,488 18 11 | | |
| Dies, estimated at | – – – | – – – | | 25 – – | | |
| Machine, annual share of first cost estimated at 64*l.*, repairs at 30*l.* | – – – | – – – | | 94 – – | | |
| Steam Engine and Coals, estimated at | – – – | – – – | | 35 – – | | |
| Carriage of Parcels | – – – | – – – | | 55 4 2 | | |
| Packing-boxes, Carpenters' Repairs, &c. | – – – | – – – | | 103 11 7 | | |
| Bricklayers' Repairs | – – – | – – – | | 42 16 8 | | |
| Ironmonger | – – – | – – – | | 9 11 3 | | |
| Tools | – – – | – – – | | 9 9 1 | | |
| Leather, Oil, Colour, &c., estimated at | – – – | – – – | | 20 – – | | |
| Advertising, 4 *l.* 4 *s.*, Rollers, 1 *l.* 14 *s.* | – – – | – – – | | 5 18 – | | |
| Small Repairs | – – – | – – – | | – 6 9 | | |
| Fittings, annual share of first cost | – – – | – – – | | 30 – – | | |
| Housekeeper, for Soap, Candles, &c., estimated at | – – – | – – – | | 20 – – | | |
| | | | | | 1,939 16 5 | |
| Total Cost | – – £. | 8,953 5 – | | – – £. | 5,373 15 5 | |
| Repaid by the Public | – – – | – – – | | – – – | 5,520 14 2 | |
| Cost of Labels | – – £. | 8,953 5 – | | | | |
| Profit upon Envelopes | – – – | – – – | | – – £. | 146 18 9 | |

## Appendix, No. 33.

### POSTAGE STAMPS.

(No. 1.)—AN ACCOUNT showing the Total Expense incurred, whether for Machinery or in any other way, connected with the MANUFACTURE and PRINTING of the PENNY POSTAGE STAMPS and ENVELOPES; distinguishing the Cost of Machinery, Paper, and other Materials, from the Salaries and Wages of the Persons permanently Employed on this account; the Number of Persons so Employed, and the Salary of each:—Also the Amount paid as Commission on the SALE of POSTAGE STAMPS to the Distributors and Sub-distributors, and specifying whether any Deduction is made for Commission from the Sum paid to the POST-OFFICE by the DEPARTMENT of STAMPS and TAXES, on account of Postage Stamps sold by the Distributors.

| | 1840. | 1841. | 1842. | TOTAL. |
|---|---|---|---|---|
| | £. s. d. | £. s. d. | £. s. d. | £. s. d. |
| Payments by Order of the Treasury to Officers in the Department, for Extra Services | - - - | 427 18 9 | 6 6 4 | 434 5 1 |
| E. Hill and Others, for Salaries | - - - | 1,655 3 - | 1,346 2 4 | 3,001 5 4 |
| Clowes & Son, for Printing Covers and Envelopes | 563 - 7 | - - - | - - - | 563 - 7 |
| Ditto for Carpenters' Work done in Stamford-street | 229 1 8 | - - - | - - - | 229 1 8 |
| Ditto for Expenses incurred in Printing Covers and Envelopes, and Warehouse Rent | - - - | 762 6 - | - - - | 762 6 - |
| Chaplin & Co., for Carriage | 211 8 8 | - - - | 32 4 6 | 243 13 2 |
| Receiver-general of Excise, for Payments made by him for Paper | 9,339 5 1 | - - - | - - - | 9,339 5 1 |
| Bacon & Petch, for Printing Postage Labels | 1,719 9 9 | 3,072 9 1 | 3,576 5 2 | 8,368 4 - |
| W. Gaskill and Others, for Advertising | 9 2 - | 5 18 6 | 4 4 - | 19 4 6 |
| Armstrong & Smith, for Joiners' Work | 27 5 2 | 46 7 5 | 243 11 7 | 317 4 2 |
| J. Brown, for Cartage | 10 13 2 | - - - | 22 19 8 | 33 12 10 |
| Chubb, for Patent Locks | 15 6 6 | - - - | - - - | 15 6 6 |
| Cottam & Hallam, for Stores | - - - | 9 15 6 | - - - | 9 15 6 |
| Ditto for repairing ditto | - - - | - - - | - 6 9 | - 6 9 |
| De la Rue & Co., for folding and cutting new Envelopes, and preparing Bands for the same | - - - | 1,095 13 6 | 1,488 18 11 | 2,584 12 5 |
| Donkin & Co., for Machinery | - - - | 214 8 1 | 32 19 8 | 247 7 9 |
| W. Wyon, for Engraving | - - - | 234 10 - | - - - | 234 10 - |
| Fenn & Dobly, for Tools | - - - | 2 7 8 | 12 - 10 | 14 8 6 |
| T. Edge, for fitting and rectifying Gas Lights | - - - | 30 4 - | 15 15 - | 45 19 - |
| W. Dryden, for Stamping Machine | - - - | 142 4 10 | - - - | 142 4 10 |
| J. Pike, for Ironmongery | - - - | 6 14 7 | 9 11 3 | 16 5 10 |
| J. Todd, for Bricklayers' Work | - - - | - - - | 42 16 8 | 42 16 8 |
| A. F. Fearon, for Payments for Carriage | - - - | - - - | 70 7 3 | 70 7 3 |
| B. Smith, for Rollers | - - - | - - - | 1 14 - | 1 14 - |
| Poundage to Distributors and Sub-distributors | - - - | 4,259 11 11¼ | 2,266 7 3¼ | 6,525 19 2½ |
| Incidental Disbursements by Distributors | 120 14 6½ | 248 10 1¼ | 323 19 6 | 693 4 1¾ |
| £. | 12,245 7 1½ | 12,214 2 11½ | 9,496 10 8¼ | 33,956 - 9¼ |

The whole of the above Charges and Expenses are deducted from the Produce of the Duties, before any Payment is made to the General Post-Office.

(signed) *Thos. Lightfoot*, A. & C. G.

SALARIES and WAGES of Persons Employed in the POSTAGE STAMP DEPARTMENT.

| | Weekly Amounts. | Annual Amounts. |
|---|---|---|
| | £. s. d. | £. s. d. |
| E. Hill | - - - | 500 - - |
| O. Hill | 1 1 - | 52 10 - |
| J. D. Clark | - - - | 120 - - |
| J. Ledingham (Label division) | 2 14 - | 140 8 - |
| D. May | 2 10 - | 130 - - |
| C. Pearse | 1 10 - | |
| G. Howell, sen. | 1 7 - | |
| G. Howell, jun. | - 10 - | |
| C. Essex | - 15 - | |
| E. Arless | - 9 - | |
| H. S. Turton | - 8 - | |
| R. Hatfield | - 5 - | |
| G. Galloway | - 7 - | |
| G. Wilson | - 7 - | |
| J. Shoemack | - 5 - | |
| F. Baldwin | - 6 - | |
| J. Tribe | - 7 - | |
| J. Walkley | - 5 - | |
| F. Angel | - 5 - | |

Accountant and Comptroller-general's Office,
Stamps and Taxes, 8 July 1843.

AN ACCOUNT showing the Total Number of STAMPS issued by the Stamp-office from the Commencement to the 5th January 1843 (including those supplied to the Post-office).

| YEARS. | Penny Stamps. | Twopenny Stamps. |
|---|---|---|
| 1840 | 74,856,960 | 7,587,960 |
| 1841 | 110,878,344 | 3,391,800 |
| 1842 | 121,648,080 | 2,866,080 |
| TOTALS | 307,383,384 | 13,845,840 |

Accountant and Comptroller-general's Office,
Stamps and Taxes, 15 July 1843.

*Note.*—The Account of Expenses called for by the Treasury is made up to the 5th January 1843.

(A true copy.)

(signed) *C. T. Court*, Acc$^{t}$-Gen$^{l}$.

Appendix, No. 33.

Postage Stamps.

(No. 2.)—Poundage on Postage Stamps allowed to Postmasters and Receivers, during Three Years, ended the 5th January 1843.

| | £. | s. | d. |
|---|---|---|---|
| England and Wales: | | | |
| Postmasters and Receivers, one year to 5th July 1841 | 3,019 | 1 | 10 |
| Postmasters, half a year to 5th January 1842 | 982 | 3 | 1 |
| Postmasters, year ended 5th January 1843 | 1,411 | 14 | 8 |
| Receivers five quarters to 5th October 1842 (latest period allowed) | 1,449 | 15 | 7 |
| | 6,862 | 15 | 2 |
| Scotland: | | | |
| Year ended 5th January 1841 — | | | |
| — 5th January 1842 | 485 | 7 | 10¾ |
| — 5th January 1843 | 533 | 14 | 11½ |
| | 1,019 | 2 | 10¼ |
| Ireland: | | | |
| Year ended 5th January 1841 — | | | |
| — 5th January 1842 | 569 | 6 | 11 |
| — 5th January 1843 | 355 | 19 | 3 |
| | 925 | 6 | 2 |
| £. | 8,807 | 4 | 2¼ |

(Examined.) *C. T. Court*, Acct-Genl.

(No. 3.)—Memorandum of the Nominal Value and Actual Value to the Revenue of the Postage Stamps issued from the Stamp-office, up to the 5th January 1843.

| | £. | s. | d. |
|---|---|---|---|
| Nominal Value of Stamps issued from the Stamp-office, up to the 5th January 1843, both Penny and Twopenny | 1,396,146 | 2 | – |
| Expense of Manufacture, Cost of Distribution, Management, Poundage, and Commission: | | | |
| Stamp-office | 33,956 | – | 9¼ |
| Post-office | 8,807 | 4 | 2¼ |
| | 42,763 | 5 | – |
| Actual Value after Deductions £. | 1,353,382 | 17 | – |

The loss to the Revenue on Postage Stamps being at the rate of 3 *l.* 1 *s.* 3$\frac{1}{10}$ *d.* per 100 *l.*

(Examined.) *C. T. Court*, Acct-Genl.

Value of Covers (Mr. Mulready's Stamps) returned to the Stamp-office, 5th January 1842, 7,497 *l.* 13 *s.* 10$\frac{3}{4}$ *d.*

*C. T. C.*

## Appendix, No. 34.



## FORMS OF POST-OFFICE ACCOUNTS.

### CASH BOOK.—CHIEF OFFICE.

AN ABSTRACT of the Money-Order Transactions at the Chief and Branch Offices, for Saturday, 15 July 1843.

MONEY-ORDER CASH BOOK,
for Saturday, 15 July 1843.

*Dr.* *Cr.*

| 1843: | | £. | s. | d. | 1843: | | £. | s. | d. |
|---|---|---|---|---|---|---|---|---|---|
| 15 July | To Balance - - - | 161 | 7 | 6 | 15 July | By Money Orders paid at | | | |
| | – Money Orders issued at | | | | | Chief Office - - | 3,090 | – | 7 |
| | Chief Office - | 417 | 8 | 1 | | | | | |
| | Charge - - | 3 | 4 | 3 | | Charing-cross - - | 270 | 19 | 10 |
| | Charing-cross - | 283 | 2 | 8 | | | | | |
| | Charge - - | 2 | 4 | 3 | | Cavendish-street - | 92 | 5 | – |
| | Cavendish-street - | 174 | 7 | 9 | | Borough - - | 156 | 2 | 4 |
| | Charge - - | 1 | 8 | 9 | | | | | |
| | Lombard-street - | 243 | 5 | 3 | | £. | 3,609 | 7 | 9 |
| | Charge - - | 1 | 16 | 9 | | | | | |
| | Borough - - | 75 | 3 | 8 | | Balance - - | 194 | 14 | 2 |
| | Charge - - | – | 13 | – | | | | | |
| | £. | 1,364 | 1 | 11 | | | | | |
| | Drawn from Money-Order Account, per Draft of Receiver-general - - | 2,440 | – | – | | | | | |
| | £. | 3,804 | 1 | 11 | | £. | 3,804 | 1 | 11 |
| 17 July | To Balance - - - | 194 | 14 | 2 | | | | | |

(signed) *Wm. Barth.*

(A true copy.)

*C. T. Court,*
Acct-Genl.

MONEY-ORDER JOURNAL. - - - - - - - - - - - -

A Copy of the Journal of Orders Issued and Paid at the Commencement of

Orders Issued at General Post-Office, Saturday, 15th July 1843.

*Dr.*

| Date. | No. of Money Order. | Name of Post Town where payable. | Name of Party to whom payable. | Name of Party from whom Received. | ADDRESS. | Ledger Folio. | Amount of Money Orders. £. s. d. | Ledger Folio. | Charge for Money Order. £. s. d. |
|---|---|---|---|---|---|---|---|---|---|
| Copy of Money Order & Advice enclosed. | 1801 | Staines | Lydia Tickner | M. Treager | 96, Cheapside | – | 1 8 – | 281 | – – 3 |
| | 1802 | Manchester | Mrs. C. Davies | Abm. Isaacs | Manchester | – | – 10 – | 15 | – – 3 |
| | 1803 | Taunton | J. W. Marriott | Mr. Souter | Thurlow Park | – | 4 13 6 | 252 | – – 6 |
| | 1804 | Sawbridgeworth | Sims & Unwin | Thomas Nott | 36, Mecklenburgh-st. | – | 2 16 6 | 133 | – – 6 |
| | 1805 | Windsor | My. Clarke | Chas. Clarke | 12, Gray's Inn Square | – | – 10 – | 246 | – – 3 |
| | 1806 | Oldcastle | Ma. Pope | Bernd. Pope | 30, Bow-lane | – | – 10 – | 391 | – – 3 |
| | 1807 | Bideford | Mo. Farnell | Rd. Farrell | Seamen | – | 3 – – | 33 | – – 6 |
| | 1808 | „ | Mrs. A. R. Feearell | „ | „ | – | 2 – – | – | – – 3 |
| | 1809 | Newtown Barry | Cath. Cullen | Thos. Cullen | Broxham | – | 1 – – | 382 | – – 3 |
| | 1810 | Wiveliscombe | Mrs. Ellen Farmer | Mr. Furge | 92, Dorset-street, Salisbury-square. | – | 4 1 – | 323 | – – 6 |
| | 1811 | Birmingham | Wm. Stone | Mr. Jones | 63, Paternoster-row | – | 1 3 – | 29 | – – 3 |
| | 1812 | Brighton | G. T. Fisher | Thos. Gregory | London Institution, Finsbury Circus. | – | 4 – – | 10 | – – 6 |
| | 1813 | „ | „ | „ | „ | – | 3 16 – | – | – – 6 |
| | 1814 | Charing Cross | Sarah Higham | Thos. Worsham | 6, Bridge-street, Blackfriars. | – | – 6 – | 17 | – – 3 |
| | 1815 | Cloghnakilty | Mrs. Lanes | Ellen M'Carty | Rosemary-lane | – | – 15 – | 300 | – – 3 |
| | 1816 | Louth | Geo. Silvester | Josh. Darn | Guildhall | – | 1 – – | 9 | – – 3 |
| | 1817 | Plymouth | Wm. Sloughton | Richard Charnock | 5, King's Bench Walk, Temple. | – | 4 – – | 264 | – – 6 |
| | 1818 | „ | „ | „ | „ | | 3 16 5 | – | – – 6 |
| | 1819 | Ely | Anne Janes | Jas. Partridge | Bank Chambers | – | 4 7 8 | 124 | – – 6 |
| | 1820 | Dovor | Chas. Dresser | F. W. Garnwell | 66, Coleman-street | – | 5 – – | 169 | – – 6 |
| | 1821 | Paddington | Mr. Ward | Mr. Powell | Stock Exchange | – | 1 – – | 4 | – – 3 |
| | 1822 | Tooting | My. Goodman | Wm. Barker | 59, Watling-street | – | – 10 – | 23 | – – 3 |
| | 1823 | Brighton | Jn. Smyth | Smith & Titford | 10, King-street, Snow-hill. | – | 2 – – | 10 | – – 3 |
| | 1824 | Leicester | Mr. Thompson | Jno. Freeman | 13 Blackfriars-road. | – | 1 2 6 | 21 | – – 3 |
| | 1825 | Brecon | Wm. Gances | J. G. Dobinson | 10, Gray's Inn Square | – | 1 10 – | 123 | – – 3 |
| | 1826 | Birmingham | Chas. Gwynn | J. Proweld | 288, High Holborn | – | 3 2 6 | 29 | – – 6 |
| | 1827 | „ | Jos. Alect | „ | „ | – | – 18 3 | – | – – 3 |
| | 1828 | „ | Lee Clarkson | Geo. Turner | 30, Charles-street City-road. | – | 1 9 6 | – | – – 3 |
| | 1829 | „ | Mrs. Waller | Wm. Waller | 20, Penton-street, Pentonville. | – | 2 – – | – | – – 3 |
| | 1830 | „ | J. Bembridge | Geo. Davidson | 46, King William-street. | – | 3 9 – | – | – – 6 |
| | | | | | Carried forward | £. | 65 14 10 | – | – 10 6 |

Eight Journals constantly used for issuing and paying orders at the Money-Order Office, General Post-office.

MONEY ORDER.

In cases where personal attendance is inconvenient, if the Receipt below is properly signed by the person to whom the order is made payable, and the party presenting the order for payment can afford full information as to the *Christian Name, Surname, Address, and Occupation of the Person who originally obtained the order*, payment will be made to the party presenting the order, but unless these conditions are strictly complied with, it will be refused.

*No.* 1,801. £. 1. 8. *Post-office, London, July* 15, 1843.

*CREDIT the Person named in my Letter of Advice the Sum of One Pound Eight Shillings, and debit the same to this Office.*

(*signed*) *Wm. Barth, President.*

*To the Post-office, Staines.*

*Received the above*

*Signature*

The *Christian and Surname* of the party to whom the order is made payable, must be written here at full length. }

*N. B.*—Orders are issued and paid in *London* and *within the Three Mile* circle, between the hours of 10 a. m. and 4 p. m., and in *other places* between the hours of 9 a. m. and 6 p. m., except during the short intervals of time when the letter-boxes are closed for the receipt of *paid* letters.

The commission on orders issued is, for any Sum not exceeding 2 *l. Three-pence*, above 2 *l.* and not exceeding 5 *l. Sixpence.*

## MONEY-ORDER JOURNAL.

Business at the Money-Order Office, General Post-office, on Saturday 15th July 1843.

ORDERS PAID at General Post-office, Saturday, 15th July 1843.

*Cr.*

| Date. | Number of Money Order. | Name of Post Town where granted. | Name of Party to whom payable. | Ledger Folio. | Amount of Money Orders Paid. £. s. d. |
|---|---|---|---|---|---|
| July 13 | 172 | Windsor | G. F. Minsell & Co. | 246 | 5 – – |
| – – | 173 | Ditto | Ditto | „ | – 17 6 |
| – 12 | 61 | Swindon | T. Doveson | 200 | 1 10 – |
| – 13 | 235 | Reading | E. Coates | 35 | 5 – – |
| – – | 236 | Ditto | Ditto | — | – 17 – |
| – 10 | 7 | Dingwall | Price & Co. | 386 | – 12 6 |
| – 8 | 464 | Dublin | R. Hindon | 96 | 4 1 6 |
| – 13 | 223 | Chester | C. W. Willich | 163 | 3 4 – |
| – 10 | 87 | Coventry | Prater & Co. | 274 | 2 2 6 |
| – 16 | 20 | Bewdley | Jno. Milond | 1 | 5 – – |
| – 13 | 34 | Arundel | Devas & Co. | „ | – 10 – |
| – – | 124 | Gloucester | Geo. Kings | 21 | 1 2 6 |
| – 11 | 118 | Northampton | A. Jones | 12 | 5 – – |
| – – | 119 | Ditto | Ditto | „ | – 2 – |
| – 7 | 22 | City-road | Smith & Co. | 118 | 2 4 6 |
| – 12 | 12 | Odiam | G. Minking | 149 | – 12 – |
| June 19 | 3,565 | Southampton | Wm. Tungward | 196 | – 9 1 |
| July 13 | 53 | High Wycombe | Newmans & Co. | 224 | 2 6 |
| – 12 | 16 | Coleford | Sugden & Co. | 220 | 3 10 – |
| – 13 | 61 | Farnham | Oliver & Co. | 85 | 4 16 – |
| – – | 237 | Chatham | Cookson & Co. | 140 | 5 – – |
| – – | 236 | Ditto | Ditto | „ | 5 – – |
| – 6 | 12 | Altrincham | P. Hooper | 118 | 4 11 6 |
| – 13 | 58 | Andover | Parsons & Co. | „ | 3 – – |
| – – | 43 | Penzance | Willoughby & Co | 83 | 1 – – |
| – – | 33 | Stratford Avon | R. Harvey & Co. | 69 | 1 12 6 |
| – 12 | 27 | Fareham | Praed & Co. | 70 | 1 – – |
| – – | 79 | Rochester | Jno. Brown | 204 | 2 5 – |
| – 11 | 63 | Dorchester | Geo Gibson | 137 | – 10 – |
| – 13 | 391 | Cheltenham | Williamson & Co. | 57 | 2 15 6 |
| – 8 | 15 | High Wycombe | Prentice & Co. | 223 | 1 1 – |
| | | | Carried forward £. | | 76 13 1 |

## MONEY ORDER ADVICE.

ADVICE of Money Order drawn by the Post-office of London upon the Post-office at Staines, on the 15th day of July 1843.

| Number of Order. | Name of Person to whom Payable. | | Amount of Money Order. | In these Columns must be stated the Name, Address, and Occupation or Calling of the Party paying in the Money and obtaining the Order. | | | |
|---|---|---|---|---|---|---|---|
| | Christian Name. | Surname. | £. s. d. | Christian Name. | Surname. | Address. | Occupation or Calling. |
| 1,801 | Lydia | Tickner | 1 8 – | Mr. | Treager | 96, Cheapside. | — |

*L. Collingwood,*
Who draws the Order.

Postmaster,
Upon whom the Order is drawn.

This Advice must be signed both by the postmaster who draws the order and by the postmaster upon whom it is drawn, and the latter must not fail, after having entered the particulars in his Money-order book, to forward it, by the very first post after its receipt, to the chief Money-order Office of the kingdom in which is situated the town where such order was granted; viz. to London, if the order is granted in England; to Dublin, if granted in Ireland; and to Edinburgh, if granted in Scotland, in obedience to the printed instructions on this subject. If any correspondence arises from neglect in forwarding this Letter of Advice according to these regulations, the postmaster guilty of such omission will be charged with the postage, and in the event of further irregularity, he will be reported to the Postmaster-general.

*** A *duplicate* Advice for each order must invariably be forwarded to the capital of the country, on the post town of which the order is issued.

(Indorsement.)

MONEY ORDER ADVICE.

*On Her Majesty's Service.*

The Postmaster
of *Staines.*

W. L. MABERLY.

Appendix, No. 34.

Forms of Post-office Accounts.

A Copy of the Ledger, folio 241, for the Current

Sheffield, Joseph Wreaks. - - - - - -

*Dr.*

| Date. | Number of Money Order. | Name of Post Town where Payable. | Name of Party to whom Payable. | Journal Folio. | Amount of Money Orders. £. | s. | d. | Charge for Money Orders. £. | s. | d. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1843: | | Brought forward - - - £. | | | | | | | | |
| July 15 | 397 | Birmingham - - | T. Welsh - - | - | - | 16 | - | - | - | 3 |
| „ | 398 | * | | | | | | | | |
| „ | 399 | London - - - | Robinson & Son - | - | - | 9 | - | - | - | 3 |
| „ | 400 | Leeds - - - | T. Hawksworth - | - | 1 | 1 | 6 | - | - | 3 |
| „ | 401 | London - - - | Alex. Merryweather | - | 1 | 15 | - | - | - | 3 |
| „ | 402 | Chorley - - - | M. Field - - - | - | - | 12 | - | - | - | 3 |
| „ | 403 | London - - - | T. Cox Savory - | - | - | 7 | 6 | - | - | 3 |
| „ | 404 | Nottingham - - | Mr. Pearson - - | - | 3 | 2 | - | - | - | 6 |
| „ | 405 | Dewsbury - - | R. Sykes - - | - | 1 | 12 | 6 | - | - | 3 |
| „ | 406 | Macclesfield - - | W. Shatwell - - | - | 1 | 19 | - | - | - | 3 |
| „ | 407 | Belper - - - | J. Weston - - | - | 2 | 2 | 3 | - | - | 6 |
| „ | 408 | Stockport - - | E. Adamson - - | - | - | 19 | 6 | - | - | 3 |
| „ | 409 | Birmingham - - | T. Allport - - | - | - | 10 | - | - | - | 3 |
| „ | 410 | * | | | | | | | | |
| „ | 411 | Stockport - - | M. Pine - - - | - | 1 | 10 | - | - | - | 3 |
| „ | 412 | * | | | | | | | | |
| „ | 413 | Stockport - - | S. Tepson - - | - | 2 | 12 | - | - | - | 6 |
| „ | 414 | Birmingham - - | T. Jewdale - - | - | 1 | 17 | - | - | - | 3 |
| „ | 415 | Scarborough - - | W. Hart - - - | - | 4 | 3 | 6 | - | - | 6 |
| „ | 416 | Manchester - - | G. Bowden - - | - | 1 | 13 | - | - | - | 3 |
| „ | 417 | Preston - - - | T. Dixon - - | - | 2 | - | - | - | - | 3 |
| „ | 418 | Manchester - - | M. Gardner - - | - | 4 | 4 | - | - | - | 6 |
| „ | 419 | Birmingham - - | H. Haden - - | - | - | 12 | - | - | - | 3 |
| „ | 420 | Hull - - - | Liddal & Co. - - | - | 1 | 16 | 9 | - | - | 3 |
| „ | 421 | York - - - | R. Pashley - - | - | 2 | 4 | 6 | - | - | 6 |
| „ | 422 | Ashby-de-la-Zouch - | J. Gadsley - - | - | 1 | 10 | - | - | - | 3 |
| „ | 423 | Chatham - - | Miss Rodgers - - | - | 1 | - | - | - | - | 3 |
| „ | 424 | Manchester - - | H. & G. Barker - | - | 2 | 6 | - | - | - | 6 |
| „ | 425 | London - - - | Elias Ponitzer - - | - | 1 | 10 | - | - | - | 3 |
| „ | 426 | Birmingham - - | Hopkins & Son - | - | 4 | - | - | - | - | 6 |
| „ | 427 | London - - - | Williams, Cooper & Co. - | - | - | 18 | - | - | - | 3 |
| „ | 428 | Doncaster - - | Serjt. Tuikley - - | - | 5 | - | - | - | - | 6 |
| „ | 429 | „ - - - | - „ - - | - | 3 | 10 | - | - | - | 6 |
| „ | 430 | * | | | | | | | | |
| „ | 431 | Newark - - - | T. Hendy - - | - | 5 | - | - | - | - | 6 |
| „ | 432 | Birmingham - - | Henley & Co. - - | - | 2 | 5 | 4 | - | - | 6 |
| „ | 433 | Manchester - - | W. Joysten - - | - | 5 | - | - | - | - | 6 |
| „ | 434 | „ - - - | - „ - - | - | - | 2 | 9 | - | - | 3 |
| „ | 435 | Derby - - - | J. Potts - - - | - | 2 | - | - | - | - | 3 |
| „ | 436 | Bilstone - - - | B. Innistone - - | - | 2 | 9 | 6 | - | - | 6 |
| „ | 437 | Manchester - - | Lees Brothers - - | - | 3 | 1 | - | - | - | 6 |
| „ | 438 | „ - - - | Carlton & Co. - - | - | 2 | - | - | - | - | 3 |
| „ | 439 | York - - - | J. Needham - - | - | 2 | 1 | 6 | - | - | 6 |
| „ | 440 | „ - - - | T. Hodgson - - | - | 5 | - | - | - | - | 6 |
| „ | 441 | Doncaster - - | J. Armstrong - - | - | 2 | 12 | - | - | - | 6 |
| „ | 442 | * | | | | | | | | |
| „ | 443 | London - - - | Mr. Lumley - - | - | - | 8 | 6 | - | - | 3 |
| „ | 444 | Rochdale - - | J. Binks - - - | - | 2 | 19 | - | - | - | 6 |
| „ | 445 | Nottingham - - | B. Basher - - | - | 1 | - | - | - | - | 3 |
| „ | 446 | Buxton - - - | T. Corstairs - - | - | 2 | - | - | - | - | 3 |
| „ | 447 | London - - - | Messrs. Poole - - | - | - | 5 | - | - | - | 3 |
| „ | 448 | Hull - - - | T. Lawton - - | - | 1 | 1 | - | - | - | 3 |
| „ | 449 | Manchester - - | J. Ettenfield - - | - | 1 | 16 | - | - | - | 3 |
| „ | 450 | Spilsby - - - | S. Mendia - - | - | 5 | - | - | - | - | 6 |
| „ | 451 | „ - - - | „ - - | - | 5 | - | - | - | - | 6 |
| „ | 452 | Birmingham - - | M. Bullivant - - | - | - | 18 | - | - | - | 3 |
| „ | 453 | „ - - | Wormbow & Co. - | - | 1 | 19 | 9 | - | - | 3 |
| „ | 454 | London - - - | John Pashley - - | - | 3 | - | - | - | - | 6 |
| „ | 455 | Lichfield - - - | Mr. Fell - - - | - | - | 14 | 6 | - | - | 3 |
| „ | 456 | Pontefract - - | J. Bury - - - | - | 1 | 10 | - | - | - | 3 |
| „ | 457 | Liverpool - - | Ingram & Co. - - | - | 4 | 13 | - | - | - | 6 |
| | | Carried forward - - - £. | | | | | | | | |

* These orders most probably drawn on Ireland and Scotland, as no advices have been received at present.

Fifty Ledgers in use at the Money-Order Office

Appendix, No. 34.

Forms of Post-office Accounts.

Quarter, in Account with the SHEFFIELD POST-OFFICE.

- - - - - - - SHEFFIELD, JOSEPH WREAKS.

*Cr.*

| DATE. | Number of Money Order. | Name of Post Town where Issued. | Name of Party to whom payable. | Journal Folio. | Amount of Money Orders Payable. £. s. d. | Amount of Money Orders Paid. £. s. d. |
|---|---|---|---|---|---|---|
| 1843: | | Brought forward - - - £. | | | | |
| July 11 | 858 | Manchester - - | L. Barnescone - | – | 2 15 – | |
| ,, | 846 | ,, - - | W. Marples - - | – | 3 – – | |
| ,, | 836 | ,, - - | G. Finniss - - | – | 2 – – | |
| ,, | 788 | ,, - - | M. Ratcliff - - | – | 1 – – | |
| ,, | 880 | ,, - - | E. Froggatt - - | – | – 11 6 | |
| ,, | 35 | Mansfield - - | Sharp & Co. - - | – | 5 – – | |
| ,, | 38 | ,, - - | Mr. Henabine - - | – | – 8 – | |
| ,, | 45 | Margate - - - | W. Taylor - - | – | 1 – – | |
| ,, | 52 | Newark - - - | D. Lidgett - - | – | 5 – – | |
| ,, | 53 | ,, - - - | ,, - - | – | 2 – – | |
| ,, | 116 | Northampton - - | J. Purbins - - | – | 3 2 6 | |
| ,, | 57 | Northwich - - | G. Cresland - - | – | – 18 – | |
| ,, | 17 | Oakham - - - | T. W. Givins - - | – | – 4 – | |
| ,, | 31 | Royston - - - | L. Barnescone - - | – | 5 – – | |
| ,, | 32 | ,, - - - | ,, - - | – | 5 – – | |
| ,, | 74 | Ryde - - - | T. Wasteney - - | – | 5 – – | |
| ,, | 75 | ,, - - - | ,, - - | – | 5 – – | |
| ,, | 76 | ,, - - - | ,, - - | – | 5 – – | |
| ,, | 196 | Oxford-street - - | J. Hamilton - - | – | 1 – – | |
| ,, | 38 | Sleaford - - - | M. Lacey - - | – | 5 – – | |
| ,, | 39 | ,, - - - | do. - - | – | 5 – – | |
| ,, | 250 | Southampton - - | Manheshe & Co. - | – | – 5 5 | |
| ,, | 46 | Stourbridge - - | J. Brown - - | – | 1 – 10 | |
| ,, | 223 | Strand - - - | A. Mann - - - | – | 5 – – | |
| ,, | 224 | ,, - - - | do. - - - | – | 3 16 6 | |
| ,, | 183 | Tottenham-court-road | Mr. Bradshaw - - | – | – 5 – | |
| ,, | 103 | Wakefield - - | C. Barber - - | – | – 5 – | |
| ,, | 212 | York - - - | J. & J. Elliott - - | – | – 19 3 | |
| ,, | 221 | do. - - - | Wilson & Co. - - | – | 1 10 – | |
| ,, | 161 | Lambeth - - | Mr. Pocking - - | – | 5 – – | |
| ,, | 162 | ,, - - - | ,, - - | – | – 14 6 | |
| 7 | 188 | Dublin - - - | A. Platts - - | – | 1 – – | |
| ,, | 469 | ,, - - - | A. Green - - | – | 3 13 9 | |
| ,, | 77 | Edinburgh - - | Mr. Stevenson - - | – | – 12 – | |
| 11 | 1,085 | London - - - | Samuel Harwood - | 8, 442 | 5 – – | |
| ,, | 1,086 | ,, - - - | do. - - | do. | – 18 6 | |
| ,, | 1,045 | ,, - - - | T. Gatley - - | 5, 637 | 5 – – | |
| 12 | 1,134 | ,, - - - | Chr. Williamson - | 1, 625 | 5 – – | |
| ,, | 1,225 | ,, - - - | John Tyler - - | 2, 745 | 5 – – | |
| ,, | 1,226 | ,, - - - | do. - - | ,, | 5 – – | |
| 10 | 4 | Ardee - - - | H. Paisley - - | – | – 7 – | |
| ,, | 145 | Jersey - - - | J. Stevens - - | – | 4 1 – | |
| 11 | 20 | Alfreton - - - | Sheffield Banking - | – | 1 11 6 | |
| ,, | 552 | Charing Cross - - | S. Bonslow - - | – | 2 15 – | |
| ,, | 568 | ,, - - | S. Mordaunt - - | – | 1 10 – | |
| ,, | 123 | Halifax - - - | G. Lindley - - | – | 1 17 – | |
| ,, | 89 | Hereford - - - | S. White - - | – | 5 – – | |
| ,, | 90 | ,, - - - | ,, - - | – | 5 – – | |
| ,, | 91 | ,, - - - | J. Tyler - - - | – | 5 – – | |
| ,, | 319 | Hull - - - | William Gell - - | – | 2 – – | |
| ,, | 92 | Macclesfield - - | F. Fenis - - - | – | 2 – – | |
| ,, | 271 | Newcastle-on-Tyne - | Whiteley & Co. - | – | – 6 – | |
| ,, | 40 | Rochford - - | H. Hinde - - | – | 4 4 – | |
| ,, | 52 | Whitby - - - | J. Harmer - - | – | 5 – – | |
| 12 | 21 | Alfreton - - - | C. Bellamy - - | – | 4 7 6 | |
| ,, | 114 | Ashton-under-Lyne - | J. Shaw - - - | – | 1 12 6 | |
| ,, | 52 | Bakewell - - - | G. Eaden - - | – | – 15 10 | |
| ,, | 54 | ,, - - - | M. Berwick - - | – | 1 8 – | |
| ,, | 54 | Barnsley - - - | Overseers of Sheffield | – | – 7 – | |
| ,, | 300 | Bath - - - | Eyne & Co. - - | – | 3 3 – | |
| ,, | 22 | Bedale - - - | J. Browne - - | – | 5 – – | |
| ,, | 23 | ,, - - - | do. - - | – | 1 – – | |
| | | Carried forward - - - £. | | | | |

for the Quarter commencing 6th July 1843.

Appendix, No. 34.

Forms of Post-office Accounts.

## CURRENT CASH ACCOUNT.

ABSTRACT of the ACCOUNT of the POSTMASTER of GUILDFORD with the MONEY-ORDER OFFICE, General Post-office, for the Quarter ended 5 April 1843

To be discontinued when the System of Daily Accounts shall have become general.

GUILDFORD, *W. Cæsar*, from 6 January 1843 to 5 April 1843.

*Dr.*

| Quarter ended | Amount of Money Orders granted. | Charge for Orders granted. | Date of Remittance. | Amount of Remittance. |
|---|---|---|---|---|
| 1843: | £. s. d. | £. s. d. | | |
| 5 April - | 2,297 10 9 | 18 3 - | Nil. | Nil. |
| | £. 2,297 10 9 | 18 3 - | | |

*Cr.*

| Quarter ended | Amount of Money Orders Paid. | Date of Remittance. | Amount of Remittance. |
|---|---|---|---|
| 1843: | £. s. d. | 1843: | £. s. d. |
| 5 April - | 1,270 18 8 | January 6 | 12 9 9 |
| | | — 9 | 14 12 4 |
| | | — 10 | 34 12 7 |
| | | — 12 | 20 - 1 |
| | | — 14 | 27 15 2 |
| | | — 16 | 13 2 7 |
| | | — 17 | 18 9 7 |
| | | — 18 | 42 6 1 |
| | | — 20 | 60 18 5 |
| | | — 21 | 37 1 1 |
| | | — 27 | 28 7 6 |
| | | — 28 | 34 9 2 |
| | | Feb. 1 | 38 19 9 |
| | | — 2 | 13 12 6 |
| | | — 3 | 14 6 1 |
| | | — 4 | 29 3 4 |
| | | — 6 | 20 4 10 |
| | | — 7 | 16 4 - |
| | | — 9 | 21 - 6 |
| | | — 10 | 64 18 3 |
| | | — 15 | 19 17 6 |
| | | — 17 | 14 3 10 |
| | | — 21 | 15 5 6 |
| | | — 25 | 13 4 8 |
| | | — 28 | 36 15 1 |
| | | March 1 | 14 11 8 |
| | | — 2 | 52 18 9 |
| | | — 4 | 22 6 2 |
| | | — 9 | 20 16 10 |
| | | — 11 | 13 15 6 |
| | | — 16 | 19 5 7 |
| | | — 17 | 16 10 7 |
| | | — 18 | 37 13 - |
| | | — 20 | 13 2 2 |
| | | — 21 | 42 18 11 |
| | | — 23 | 14 14 4 |
| | | — 25 | 16 5 7 |
| | | — 28 | 21 12 - |
| | | — 29 | 32 16 8 |
| | | April 1 | 11 17 8 |
| | | — 5 | 22 13 9 |
| £. | 1,270 18 8 | £. | 1,035 19 4 |

## MONEY-ORDER DEPARTMENT OF THE POST-OFFICE.

EXTRACT from the RECEIVER-GENERAL'S PASS-BOOK with the Bank of England, of the 15th July 1843.

The BANK OF ENGLAND with the MONEY-ORDER OFFICE DEPARTMENT of the Post-Office.—*Thomas Young*, Esq. Receiver-General.

*Dr.* *Cr.*

| 1843: | | | £. | s. | d. | £. | s. | d. | | | | £. | s. | d. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 July. | To sundries | | | | | 170 | – | – | | | | | | |
| | To - ditto | | | | | 1,024 | 19 | 5 | | | | | | |
| | Barnett | | | | | 170 | – | – | | | | | | |
| | Barclay | | | | | 120 | – | – | 1843: | | | | | |
| | Hanbury | | | | | 55 | – | – | 15 July | | Barth | 50 | – | – |
| | Robarts | | | | | 35 | – | – | | | Newell | 70 | – | – |
| | Masterman | | | | | 35 | – | – | | | Barth | 800 | – | – |
| | Willis | | | | | 30 | – | – | | | Parsons | 200 | – | – |
| | Williams | | | | | 25 | – | – | | | Barth | 100 | – | – |
| | London and Westminster. | | | | | 20 | – | – | | | Ditto | 70 | – | – |
| | Glyn | | | | | 20 | – | – | | | Ditto | 1,000 | – | – |
| | Hankey | | | | | 15 | – | – | | | | | | |
| | Barnard | | | | | 10 | – | – | | | | | | |
| | Price | | | | | 10 | – | – | | | | | | |
| | Smith | | | | | 5 | – | – | | | | | | |
| | Currie | | | | | 5 | – | – | | | | | | |
| | Jones | | | | | 5 | – | – | | | | | | |
| | Drewett | | | | | 5 | – | – | | | | | | |
| | Prescott | | | | | 5 | – | – | | | | | | |
| | Cocks | | – | – | | 20 | – | – | 20 | – | – | | | |
| | Barclay | | – | – | | 18 | 9 | 10 | 18 | 9 | 10 | | | |
| | Lubbock | | – | – | | 30 | – | – | 30 | – | – | | | |
| | Navy | | due 17 July | | | 34 | 2 | 6 | | | | | | |
| | Ditto | | – „ | – | | 28 | 13 | 8 | | | | | | |
| | Ditto | | – „ | – | | 38 | 14 | 1 | | | | | | |
| | London and Westminster | | 23 | – | | 10 | 12 | – | | | | | | |
| | Glyn | | 24 | – | | 12 | 18 | 4 | | | | | | |
| | Hill | | 27 | – | | 120 | – | – | | | | | | |
| | Fewkes | | 28 | – | | 20 | – | – | | | | | | |
| | Robinson | | 29 | – | | 26 | 14 | – | | | | | | |
| | Field | | 30 | – | | 16 | 15 | 8 | | | | | | |
| | London and Westminster | | 3 Aug. | | | 20 | – | – | | | | | | |
| | Currie | | 4 | – | | 30 | – | – | | | | | | |
| | Davies | | 4 | – | | 31 | 17 | – | | | | | | |
| | Moun | | 4 | – | | 27 | 15 | 6 | | | | | | |
| | Praed | | 4 | – | | 53 | 8 | 4 | | | | | | |
| | Williams | | 4 | – | | 30 | – | – | | | | | | |
| | Hankey | | 4 | – | | 20 | – | – | | | | | | |
| | Barrett | | 4 | – | | 40 | – | – | | | | | | |
| | Ditto | | 4 | – | | 40 | – | – | | | | | | |
| | Ditto | | 5 | – | | 30 | – | – | | | | | | |
| | Ditto | | 5 | – | | 25 | – | – | | | | | | |
| | Spooner | | 5 | – | | 35 | 17 | 7 | | | | | | |
| | Ditto | | 5 | – | | 50 | – | – | | | | | | |
| | Hanbury | | 5 | – | | 100 | – | – | | | | | | |
| | Jones | | 5 | – | | 150 | – | – | | | | | | |
| | Smith | | 5 | – | | 20 | – | – | | | | | | |
| | Williams | | 5 | – | | 72 | 11 | 4 | | | | | | |
| | Lubbock | | 5 | – | | 42 | – | – | | | | | | |
| | Williams | | 4 | – | | 85 | – | – | | | | | | |
| | Lubbock | | 5 | – | | 20 | – | – | | | | | | |
| | London and Westminster | | 7 | – | | 30 | – | – | | | | | | |
| | Ditto | | 7 | – | | 15 | – | – | | | | | | |
| | Leaf | | 8 | – | | 128 | 17 | – | | | | | | |
| | De Lisle | | 15 Sep. | | | 250 | – | – | | | | | | |

## Appendix, No. 35.

ROUGH STATEMENT of Facilities and Improvements since May 1843.

| | | |
|---|---|---|
| 1843: May | - - Beam Bridge and Exeter. | Mail-coach established. |
| | Romford - - - | Free delivery extended. |
| | Canterbury - - | - - Three receiving offices opened. |
| | Horndean - - | Free delivery established. |
| | Walton-on-Thames - | Free delivery extended. |
| | Tregaron - - | - - Post established under guarantee. |
| | Greatham - - | - - Ditto. |
| | St. Asaph - - | Free delivery extended. |
| | Lyndhurst - - | Free delivery established. |
| | Horwick - - - | - - Ditto. |
| | Bedford - - - | - - Later dispatch of mail for London. |
| June - | - - Bromley, Croydon, and Hampton. | - - Mail-carts substituted for rides. |
| | Richmond Road - | - - Receiving office established. |
| | Belper and Wooler - | - - Ride fitted to London mail. |
| | Broyntless - - | - - Second daily bag made up for. |
| | Walton - - - | Free delivery established. |
| | Rickmansworth - | Day mail established. |
| | Minehead and Lynton | Horse-post established. |
| | Navenby - - - | - - Guarantee-post established. |
| | Hever - - - | - - Receiving office established. |
| | Lynton - - - | Free delivery established. |
| | Pontefract and Castleford. | - - Messenger appointed to accelerate correspondence. |
| | Oakham and Uppingham. | - - - Ditto. |
| | Crewe - - - | - - Official posts established. |
| | Ackworth - - | |
| | Oxton - - - | |
| | Burton and Ingleton | |
| | Great Waltham - | |
| | Aldridge - - - | |
| | Robin Hood's Bay - | |
| July - | Coseley - - - | |
| | Oakengates, &c. - | |
| | Coulsden - - - | |
| | Preston Candover - | |

| | | |
|---|---|---|
| 1843: July - | Whitchurch - - | Official posts established. |
| | Gilling, &c. - - | |
| | Gresford - - - | |
| | Worfield - - - | |
| | Menai Bridge - - | |
| | Lowick - - - - | |
| | Iver - - - - | |
| | St. Bees - - - | |
| | Handford - - - | |
| | Whitburn - - - | |
| | Thorpe Arch - - | |
| | Mid Lavant, &c. - | |
| | Hersham - - - | |
| | Shotley Bridge - | |
| | Pontesbury - - | |
| | Yoxhall, &c. - - | |
| | South Luffenham - | |
| | Harrold - - - | |
| | Milton, Sandbeach, &c. | |
| | Stukeley - - - | |
| | King's Cliffe - - | |
| | Brightlingsea - - | |
| | Littleport - - | |
| | Chesterford, Ickleton, &c. | |
| August - | Hagley, &c. - - | |
| | Heybridge - - | |
| | 13 other posts in which the guarantees have been cancelled. | |
| July - | - Great Western Railway extended to Beam Bridge. | Acceleration of mails. |
| | Winchester and Salisbury. | Mail-coach established. |
| August - | Ifield, Chorlwood, and Horley. | Official posts established. |
| | Nazing and Parndon | |
| | Porchester & Shedfield | |
| | Eastington - - | |
| | Dowlais - - - | |
| | Bowers Gifford - | |
| June - | Tutbury - - - | |
| | Ibstock - - - | |
| July - | Surbiton - - - | |
| | Bristol and Bath - | - - Ride to be established between. |

| | | |
|---|---|---|
| 1843: May - | Indian Navy - - | - - Privileges as regards seamen's letters. |
| | Alexandria - - | - - Optional payment of postage *viâ* Falmouth. |
| 1843: May - | - - Greece, Egypt, & Syria. | - - Reduction of postage *viâ* Falmouth |
| June - | India - - - | - - Optional payment of postage (under consideration). |

## IRELAND.

| | | | | | |
|---|---|---|---|---|---|
| 1843: ay - | Tubbercurry - - | Free delivery established. | 1843: July - | Verner's Bridge - | Official posts established. |
| | Strangford - - | - - Ditto. | | Lahinch - - - | |
| | Derrylin - - - | Official post established. | | Ballywalter - - | |

## SCOTLAND.

| | | | | | |
|---|---|---|---|---|---|
| 1843: ay - | Clonmoull - - | Free delivery established. | 1843: July - | - - Pollockshaws and Glasgow. | - - Afternoon post established. |
| | Rosemachie - - | - - Ditto. | | | |
| | Musselburgh - - | - - Direct bag from Edinburgh established. | August - | Dundonald - - | Official post established. |
| ne - | Maxwelltown - - | - - Receiving office established. | | Gatehead - - | |
| | | | | Lymington - - | |
| ly - | Kirknewton - - | Free delivery established. | | | |
| | Denny - - - | - - Double daily post with Edinburgh and Glasgow. | | Lanark and Carluke - | - - Mail-coach substituted for messenger. |

## ABSTRACT of Facilities, &c. since May 1843.

| New Posts Established. | Receiving Offices Established. | Free Deliveries Established. | Free Deliveries Extended. | Mail Coaches Established. | Mail Carts and Rides Established. | Messengers Established. | Posts Accelerated. | Additional Deliveries Effected. | General Accommodations. |
|---|---|---|---|---|---|---|---|---|---|
| England: | | | | | | | | | |
| 63 | 5 | 5 | 3 | 2 | 4 | 2 | various | 2 | various. |
| Ireland: | | | | | | | | | |
| 4 | - - | 2 | - - | - - | - - | - - | - - | - - | „ |
| Scotland: | | | | | | | | | |
| 3 | 1 | 3 | - - | 1 | - - | - - | - - | 3 | „ |
| Foreign and Colonial - | - - | - - | - - | - various accommodations. | | | | | |

## Appendix, No. 36.

A STATEMENT, showing when the MAIL TRAINS on the BIRMINGHAM AND GLOUCESTER, YORK AND NORTH MIDLAND, and LEEDS AND SELBY Railways, for which excessive Payments have been made by the Post-Office, commenced Running; the Date when the Error was first known to the Post-Office; and the Annual and Total Amount of excessive Charge up to such Time.

| RAILWAYS. | Date of Commencement. | Date of Discovery of Error in Distance. | Annual Rate of Excessive Charge. | Total Amount of Excessive Charge to 10 Dec. 1841. |
|---|---|---|---|---|
| | | | £. s. d. | £. s. d. |
| Birmingham and Gloucester. | 6 February 1841, to Camp Hill - - | 10 Dec. 1841 | 154 1 2¾ | 81 – 9¾ |
| Ditto - - - | 17 August 1841, to Birmingham station - | | 82 14 10 | 26 5 11¼ |
| | | | | 107 6 9 |
| York and North Midland. | 1 June 1841 - - - - - - - | 5 Dec. 1841 - | 10 1 10¼ | 5 3 11½ |
| Leeds and Selby - | 9 November 1840 - - - - - - | 5 Dec. 1841 - | 88 14 7¾ | 81 2 7 |

## Appendix, No. 37.

LIST of PLACES in *England* and *Wales* having more than One Free Delivery Daily; with the Number of Deliveries now, as compared with the 1st July 1838.

| | Number in 1838. | Number in 1843. |
|---|---|---|
| NORTHERN DISTRICT: | | |
| Alnwick - - - | 2 | 2 |
| Appleby - - - | 2 | 2 |
| Barnard's Castle - | 1 | 2 |
| Belford - - - | 2 | 2 |
| Berwick - - - | 2 | 3 |
| Beverley - - - | 2 | 2 |
| Blackburn - - | 2 | 2 |
| Brampton - - - | 2 | 2 |
| Bishop's Auckland - | 1 | 2 |
| Burnley - - - | 2 | 3 |
| Burton - - - | 2 | 3 |
| Carlisle - - - | 2 | 3 |
| Clitheroe - - - | 1 | 2 |
| Cockermouth - - | 1 | 2 |
| Darlington - - | 2 | 2 |
| Durham - - - | 2 | 2 |
| Felton - - - | 1 | 2 |
| Gateshead - - | 2 | 2 |
| East Ayton - - | 2 | 2 |
| Guisborough - - | 2 | 2 |
| Green Hamerton - | 2 | 2 |
| Hayden Bridge - - | 1 | 2 |
| Hexham - - - | 1 | 2 |
| Howden - - - | 2 | 2 |
| Hull - - - | 3 | 3 |
| Kendal - - - | 2 | 3 |
| NORTHERN DISTRICT—*continued.* | | |
| Keswick - - - | 2 | 2 |
| Lancaster - - - | 2 | 2 |
| Malton - - - | 2 | 2 |
| Maryport - - - | 2 | 3 |
| Milnthorpe - - | 1 | 2 |
| Morpeth - - - | 2 | 2 |
| Newcastle-on-Tyne - | 2 | 2 |
| North Shields - - | 2 | 2 |
| Northallerton - - | 1 | 2 |
| Penrith - - - | 1 | 2 |
| Oswaldkirk - - | 2 | 2 |
| Pocklington - - | 2 | 2 |
| Ravenglass - - | 2 | 2 |
| Richmond - - - | 1 | 2 |
| Ripon - - - | 2 | 2 |
| Scarborough - - | 2 | 2 |
| Selby - - - | 2 | 2 |
| South Shields - - | 2 | 2 |
| Skipton - - - | 2 | 2 |
| Stellington - - | 2 | 2 |
| Stockton - - - | 2 | 2 |
| Snainton - - - | 3 | 2 |
| Stokesley - - - | 2 | 2 |
| Sunderland - - | 2 | 2 |
| Sutton - - - | 2 | 2 |
| Tadcaster - - - | 2 | 2 |
| NORTHERN DISTRICT—*continued.* | | |
| Thirsk - - - | 1 | 2 |
| Tynemouth - - | 2 | 2 |
| Ulverstone - - | 1 | 2 |
| Whitby - - - | 2 | 2 |
| Whitehaven - - | 2 | 3 |
| Wigton - - - | 1 | 2 |
| Workington - - | 2 | 3 |
| Wykeham - - - | 3 | 2 |
| Yarm - - - | 2 | 2 |
| York - - - | 2 | 2 |
| MIDLAND DISTRICT: | | |
| Alfreton - - - | 2 | 2 |
| Ashbourne - - | 2 | 1 |
| Ashton-under-Lyne - | 2 | 2 |
| Bakewell - - - | 1 | 2 |
| Barnsley - - - | 2 | 2 |
| Bawtry - - - | 1 | 2 |
| Belper - - - | 1 | 2 |
| Bolton - - - | 2 | 3 |
| Boston - - - | 2 | 2 |
| Bourne - - - | 2 | 2 |
| Bradford, Yorkshire - | 2 | 3 |
| Bury - - - | 2 | 2 |

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| **Midland District—*continued.*** | | |
| Buxton | 2 | 2 |
| Chesterfield | 2 | 1 |
| Chorley | 2 | 2 |
| Derby | 2 | 2 |
| Dewsbury | 2 | 2 |
| Doncaster | 3 | 3 |
| Folkingham | 2 | 2 |
| Ferrybridge | 1 | 2 |
| Gainsborough | 2 | 2 |
| Grantham | 2 | 3 |
| Grimsby | 1 | 3 |
| Halifax | 3 | 3 |
| Horncastle | 1 | 2 |
| Huddersfield | 3 | 2 |
| Leeds | 2 | 3 |
| Leek | 2 | 1 |
| Leicester | 2 | 2 |
| Lincoln | 2 | 2 |
| Loughborough | 2 | 1 |
| Louth | 2 | 2 |
| Manchester | 3 | 3 |
| Macclesfield | 2 | 2 |
| Mansfield | 3 | 2 |
| Matlock (Bath) | 2 | 2 |
| Melton Mowbray | 4 | 3 |
| Newark | 3 | 2 |
| Nottingham | 2 | 2 |
| Oakham | 2 | 2 |
| Oldham | 2 | 2 |
| Otley | 1 | 2 |
| Pontefract | 2 | 2 |
| Preston | 2 | 2 |
| Retford | 2 | 2 |
| Rochdale | 2 | 3 |
| Rotherham | 2 | 1 |
| Sheffield | 2 | 2 |
| Sleaford | 2 | 2 |
| Spilsby | 2 | 2 |
| Stockport | 2 | 2 |
| Tuxford | 2 | 2 |
| Uppingham | 3 | 2 |
| Wakefield | 3 | 3 |
| Wirksworth | 2 | 1 |
| Worksop | 2 | 2 |
| **Sub-offices and Receiving-houses:** | | |
| Addingham | 2 | 1 |
| Alford | 2 | 2 |
| Besthorpe | nil. | 2 |
| Bingley | nil. | 2 |
| Bingham | 3 | 3 |
| Bollingbroke (Old) | nil. | 2 |
| Brigghouse | 2 | 3 |
| Caistor | 2 | 2 |
| Caythorpe | 1 | 2 |
| Chapel-in-le-Frith | nil. | 2 |
| Coltersworth | nil. | 2 |
| Crowland | 2 | 2 |
| Elland | 2 | 2 |
| Gringley | nil. | 2 |
| Haslingden | nil. | 2 |
| Hathersage | 2 | 1 |
| Heywood | 1 | 2 |
| Hebden Bridge | nil. | 2 |
| Hoyland | nil. | 2 |
| Keighley | nil. | 2 |
| Kenyon | 1 | 2 |
| Kirham | 2 | 1 |
| Laceby | nil. | 2 |

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| **Midland District—*continued.*** | | |
| **Sub-offices, &c.—*continued.*** | | |
| Leadenham | 1 | 2 |
| Lees | 2 | 2 |
| Limber | nil. | 2 |
| Littleborough | nil. | 2 |
| Maltby | nil. | 2 |
| Melbourne | nil. | 2 |
| Millbridge | 2 | 2 |
| Poulton | 2 | 2 |
| Rawtenstall | nil. | 2 |
| Sowerby Bridge | nil. | 2 |
| Stapleford | nil. | 2 |
| Stickney | 2 | 2 |
| Sutton-in-Ashfield | nil. | 2 |
| Ticknell | 1 | 2 |
| Todmorden | 2 | 2 |
| Uppermill | 2 | 2 |
| Waltham | 2 | 2 |
| Whitwell | nil. | 2 |
| Winthorpe | nil. | 2 |
| **Eastern District:** | | |
| Attleborough | 2 | 2 |
| Bishops Stortford | 2 | 2 |
| Biggleswade | 2 | 3 |
| Bury | 2 | 2 |
| Cambridge | 1 | 2 |
| Colchester | 2 | 2 |
| Diss | 2 | 2 |
| Halstead | 2 | 2 |
| Hertford | 1 | 2 |
| Hitchin | 2 | 2 |
| Hoddesdon | 1 | 2 |
| Ipswich | 2 | 2 |
| Lowestoff | 2 | 2 |
| Norwich | 3 | 3 |
| Saffron Walden | 2 | 3 |
| Ware | 1 | 2 |
| Welwyn | 1 | 2 |
| Woodbridge | 2 | 2 |
| Yarmouth | 3 | 3 |
| **North Wales District:** | | |
| Atherstone | 2 | 2 |
| Ashby-de-la-Zouch | 2 | 2 |
| Bangor | 2 | 3 |
| Bilstone | 3 | 3 |
| Birmingham | 2 | 2 |
| Burton-on-Trent | 3 | 2 |
| Birkenhead | 1 | 2 |
| Carnarvon | 2 | 3 |
| Chester | 2 | 3 |
| Chirk | 2 | 2 |
| Coventry | 3 | 3 |
| Conway | 1 | 2 |
| Corwen | 2 | 2 |
| Daventry | 1 | 2 |
| Denbigh | 2 | 2 |
| Eccleshall | 1 | 2 |
| Holyhead | 2 | 2 |
| Holywell | 1 | 2 |
| Leamington | 2 | 2 |
| Lichfield | 2 | 2 |
| Liverpool | 3 | 3 |
| Llangollen | 2 | 2 |
| Market Drayton | 1 | 2 |

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| **North Wales District—*continued.*** | | |
| Middlewich | 2 | 2 |
| Mold | 2 | 2 |
| Newcastle (Staffords.) | 2 | 2 |
| Northwich | 1 | 2 |
| Ormskirk | 2 | 3 |
| Oswestry | 2 | 2 |
| Penkridge | 2 | 3 |
| Prescot | 2 | 2 |
| Rugby | 2 | 2 |
| Rugeley | 2 | 2 |
| Ruthin | 2 | 2 |
| St. Asaph | 1 | 2 |
| St. Helens | 2 | 2 |
| Shiffnal | 2 | 2 |
| Shrewsbury | 2 | 3 |
| Solihull | 2 | 2 |
| Stafford | 2 | 2 |
| Stone | 1 | 2 |
| Uttoxeter | 2 | 2 |
| Walsall | 1 | 3 |
| Warrington | 2 | 3 |
| Warwick | 2 | 2 |
| Weedon | 1 | 3 |
| Wednesbury | 2 | 2 |
| Welshpool | 2 | 2 |
| West Bromwich | 2 | 2 |
| Whitchurch (Salop) | 2 | 3 |
| Wigan | 2 | 2 |
| Wolverhampton | 2 | 2 |
| Wrexham | 2 | 2 |
| **Sub-offices:** | | |
| Abergeley | 2 | 2 |
| Bala | 1 | 2 |
| Barmouth | 1 | 2 |
| Church Stretton | 2 | 2 |
| Dolgelly | 1 | 2 |
| Hawarden | 1 | 2 |
| Llanrwst | 2 | 2 |
| Machynlleth | 2 | 2 |
| Montgomery | 2 | 2 |
| New Ferry | 2 | 2 |
| Ruabon | 1 | 2 |
| Sudbury | 2 | 2 |
| Wem | 2 | 2 |
| Wolesley | 2 | 2 |
| **Penny Post-offices:** | | |
| Berriew | 1 | 2 |
| Brierly Hill | 1 | 2 |
| Eastham | 2 | 2 |
| Erdington | 1 | 2 |
| Flint | 2 | 2 |
| Handsworth | 1 | 2 |
| Kenilworth | 2 | 2 |
| Llangefui | 1 | 2 |
| Lannerchynch | 1 | 2 |
| Maghull | 1 | 2 |
| Malpas | 1 | 2 |
| Newton | 1 | 2 |
| Nuneaton | 1 | 2 |
| Rhyl | 1 | 2 |
| Runcorn | 2 | 2 |
| Sutton Coldfield | 2 | 2 |
| Up Gornal | 2 | 2 |
| Willenhall | 1 | 2 |

(*continued*).

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| **South Wales District:** | | |
| Abergavenny | 4 | 3 |
| Aberystwith | 3 | 2 |
| Abingdon | 1 | 2 |
| Banbury | 1 | 2 |
| Bewdley | 1 | 2 |
| Brecon | 3 | 2 |
| Broadway | 2 | 2 |
| Bromyard | 2 | 2 |
| Builth | 2 | 2 |
| Burford | 1 | 3 |
| Bridgend | 2 | 2 |
| Campden | 1 | 2 |
| Cardigan | 2 | 2 |
| Carmarthen | 1 | 2 |
| Cheltenham | 2 | 2 |
| Chepstow | 3 | 3 |
| Cirencester | 3 | 3 |
| Coleford | 2 | 3 |
| Cowbridge | 2 | 2 |
| Crickhowell | 1 | 2 |
| Chalford | 2 | 2 |
| Dursley | 3 | 2 |
| Evesham | 2 | 2 |
| Fairford | 1 | 2 |
| Farringdon | 1 | 2 |
| Gloucester | 2 | 2 |
| Hay | 2 | 2 |
| Hereford | 3 | 2 |
| Highworth | 2 | 2 |
| Hobb's Point | 2 | 2 |
| Kidderminster | 2 | 2 |
| Kington | 2 | 2 |
| Lampeter | 1 | 2 |
| Lechlade | 1 | 2 |
| Ledbury | 2 | 2 |
| Leominster | 3 | 3 |
| Llandovery | 1 | 2 |
| Llangaddock | 2 | 2 |
| Llanelly | 1 | 2 |
| Ludlow | 3 | 3 |
| Monmouth | 3 | 3 |
| Moreton-in-Marsh | 3 | 3 |
| Merthyr Tydvil | 2 | 3 |
| Neath | 2 | 3 |
| Newport(Monmouthsh.) | 1 | 2 |
| Newnham | 2 | 3 |
| Northleach | 1 | 3 |
| Oxford | 2 | 3 |
| Pershore | 2 | 2 |
| Presteign | 2 | 3 |
| Rhayader | 3 | 3 |
| Ross | 2 | 2 |
| Shipstone | 2 | 2 |
| Stratford-on-Avon | 2 | 2 |
| Stroud | 1 | 2 |
| Swansea | 2 | 2 |
| Swindon | 1 | 2 |
| Tenbury | 2 | 2 |
| Tetbury | 3 | 3 |
| Taibach | 2 | 2 |
| Usk | 2 | 2 |
| Witney | 1 | 2 |
| Wootton-under-Edge | 1 | 2 |
| Worcester | 3 | 2 |
| Sub-offices: | | |
| Alcester | 2 | 2 |
| Brynmaeed | — | 2 |
| Berkeley | 1 | 3 |
| Carleon | 2 | 2 |
| Deddington | 2 | 2 |
| Eardesley | 2 | 2 |
| Glasbury | 2 | 2 |
| Henley-in-Arden | — | 2 |

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| **South Wales District—*continued.*** | | |
| Sub-offices—*continued.* | | |
| Kidwelly | 2 | 2 |
| Knighton | 2 | 2 |
| The Lea | 2 | 2 |
| Malmsbury | 3 | 3 |
| Newcastle Emlyn | 1 | 2 |
| Ponterdulais | — | 2 |
| Pyle | 2 | 2 |
| Pontyforidd | — | 2 |
| Radnor | 2 | 2 |
| Ragland | 1 | 2 |
| Sodbury | 2 | 3 |
| Stow | 2 | 3 |
| Studley | 2 | 2 |
| Thornbury | 3 | 3 |
| Tredegar | — | 2 |
| Uley | — | 2 |
| Wickwar | 1 | 2 |
| Receiving-houses: | | |
| Adderbury | 2 | 2 |
| Blakeney | 2 | 2 |
| Blockley | 2 | 2 |
| Cleobury | 1 | 2 |
| Ensham | 1 | 2 |
| Letton | 2 | 2 |
| Llandyssell | 2 | 2 |
| Llanfichangel | — | 2 |
| Lougher | — | 2 |
| Mitcheldean | 2 | 2 |
| Newland | 2 | 2 |
| Pontypool | 2 | 2 |
| St. Briavell's | 2 | 2 |
| Wellesbourne | — | 2 |
| Westbury-on-Severn | 2 | 2 |
| **Home District:** | | |
| Arundel | 2 | 2 |
| Andover Road | — | 2 |
| Basingstoke | 1 | 2 |
| Berkhampstead | 1 | 2 |
| Bognor | 2 | 2 |
| Brackley | 1 | 2 |
| Brighton | 2 | 2 |
| Broadstairs | 2 | 2 |
| Brompton | 1 | 2 |
| Buckingham | 1 | 2 |
| Canterbury | 1 | 2 |
| Catsfield | 1 | 2 |
| Chatham | 1 | 2 |
| Cowes | 1 | 2 |
| Cranbrook | 1 | 2 |
| Cuckfield | 1 | 2 |
| Dartford | 1 | 2 |
| Dover | 1 | 2 |
| Fareham | 2 | 2 |
| Feversham | 1 | 2 |
| Fenny Stratford | 1 | 2 |
| Godalmin | 1 | 2 |
| Gosport | 2 | 2 |
| Gravesend | 1 | 2 |
| Guildford | 1 | 2 |
| Hemelhempstead | 1 | 2 |
| Leighton Buzzard | 1 | 2 |
| Lewes | 1 | 2 |
| Littlehampton | 1 | 2 |
| Maidenhead | 1 | 2 |
| Margate | 3 | 3 |
| Maidstone | 1 | 2 |
| Newport, I. W. | 1 | 2 |
| New Romney | 2 | 2 |
| Newport Pagnell | 1 | 2 |

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| **Home District—*continued.*** | | |
| Northampton | 1 | 2 |
| Poole | 2 | 2 |
| Portsmouth | 2 | 2 |
| Ramsgate | 3 | 3 |
| Reading | 1 | 2 |
| Reigate | 1 | 2 |
| Rickmansworth | 1 | 2 |
| Rochester | 1 | 2 |
| Romsey | 1 | 2 |
| Ryde | 1 | 2 |
| St. Peter's | 1 | 2 |
| St. Alban's | 1 | 2 |
| Shoreham | 1 | 2 |
| Slough | 1 | 2 |
| Sittingbourne | 1 | 2 |
| Southampton | 3 | 3 |
| Stoney Stratford | 1 | 2 |
| Tichfield | 1 | 2 |
| Towcester | 1 | 2 |
| Tring | 1 | 2 |
| Uxbridge | 1 | 2 |
| Wallingford | 1 | 2 |
| Wareham | 2 | 2 |
| Watford | 1 | 2 |
| Wimborne | 2 | 2 |
| Winchester | 2 | 2 |
| Windsor | 1 | 2 |
| Worthing | 1 | 2 |
| Wokingham | 1 | 2 |
| Places in the Twopenny Post which receive One of their Deliveries by the General Post: | | |
| Barnet | 3 | 3 |
| Bromley | 3 | 4 |
| Croydon | 3 | 4 |
| Edgeware | 3 | 3 |
| Footscray | 2 | 2 |
| Heston | 3 | 3 |
| Hounslow | 3 | 4 |
| Kingston | 3 | 4 |
| Norwood-green | 3 | 3 |
| Shooter's-hill | 3 | 3 |
| Southall | 3 | 3 |
| Stanmore | 3 | 3 |
| **Western District:** | | |
| Ashburton | 1 | 2 |
| Axminster | 2 | 3 |
| Barnstaple | 3 | 3 |
| Bath | 3 | 3 |
| Bideford | 3 | 3 |
| Blandford | 2 | 2 |
| Bridgewater | 2 | 2 |
| Bridport | 2 | 2 |
| Bristol | 3 | 3 |
| Brixham | 2 | 2 |
| Camelford | 1 | 2 |
| Chard | 2 | 3 |
| Charmouth | 2 | 2 |
| Chippenham | 2 | 2 |
| Chudleigh | 2 | 2 |
| Crediton | 2 | 2 |
| Crewkerne | 2 | 3 |
| Cullompton | 2 | 3 |
| Dartmouth | 2 | 2 |
| Dawlish | 2 | 2 |
| Devizes | 2 | 2 |
| Devonport | 2 | 3 |
| Dorchester | 2 | 2 |
| Exeter | 3 | 4 |
| Exmouth | 2 | 2 |

| — | Number in 1838. | Number in 1843. |
|---|---|---|
| WESTERN DISTRICT—*continued.* | | |
| Falmouth | 1 | 2 |
| Frome | 2 | 2 |
| Glastonbury | 2 | 2 |
| Helstone | 1 | 2 |
| Honiton | 3 | 4 |
| Ilminster | 2 | 2 |
| Ivybridge | 2 | 2 |
| Kingsbridge | 2 | 2 |
| Launceston | 2 | 2 |
| Liskeard | 2 | 2 |
| Lostwithiel | 2 | 2 |
| Lyme | 2 | 3 |
| Marazion | nil. | 2 |
| Melksham | 2 | 1 |
| Newton Abbott | 2 | 3 |
| Oakhampton | 1 | 2 |
| Penryn | 1 | 2 |
| Penzance | 2 | 3 |
| Plymouth | 2 | 3 |
| Redruth | 2 | 2 |
| St. Austell | 2 | 2 |
| St. Columb | 1 | 2 |
| Salisbury | 2 | 2 |
| Shaftesbury | 1 | 2 |
| Sherborne | 2 | 2 |
| Sidmouth | 2 | 2 |
| Somerton | 2 | 2 |
| South Molton | 2 | 2 |
| Taunton | 2 | 2 |
| Tavistock | 2 | 2 |
| Teignmouth | 2 | 2 |
| Tiverton | 2 | 2 |
| Topsham | 2 | 2 |
| Torquay | 2 | 2 |
| Torrington | 2 | 3 |
| Totness | 3 | 3 |
| Truro | 2 | 2 |
| Warminster | 2 | 2 |
| Wellington | 2 | 2 |
| Wells | 2 | 2 |
| Westbury | 2 | 2 |
| Weymouth | 2 | 2 |
| Yealmpton | 2 | 2 |
| Yeovil | 2 | 2 |
| Sub-offices: | | |
| Camborne | 2 | 2 |
| Holsworthy | 1 | 2 |
| Langport | 2 | 2 |
| Modbury | 2 | 2 |
| St. Ives | 2 | 2 |
| Wadebridge | 1 | 2 |
| Wilton | 2 | 2 |

261 Additional Deliveries granted since the year 1838, in England and Wales.

## Appendix, No. 38.

STATEMENT showing the NAMES of MAIL GUARDS appointed during the Years ended 5th January 1841, 1842, and 1843; with the Dates of their respective Appointments, and the Establishment upon which they were placed.

| Date of Appointment. | Name. | Establishment. |
|---|---|---|
| 1840: | | |
| 16 March | Nutly | Irish. |
| 13 June | Carton | Irish. |
| 6 Oct. | Carroll | Irish. |
| 1841: | | |
| 5 Feb. | Allen | English. |
| 10 March | Banks | English. |
| 18 — | Hunter | English. |
| 30 — | Bishop | English. |
| 6 April | Moore | English. |
| 13 — | Crofts | English. |
| 1 May | Garee | English. |
| 14 — | Johnson | English. |
| 30 — | Faulkner | English. |
| 1841: | | |
| 4 March | Bradley | Irish. |
| 14 May | Kearney | Irish. |
| 28 August | Cogley | Irish. |
| 20 Dec. | M'Pherson | English. |
| 1842: | | |
| 10 Jan. | Doyle | Irish. |

## Appendix, No. 39.

A STATEMENT of the NUMBER of MAIL GUARDS appointed in the Years ended 5th January 1837, 1838, 1839, 1840, 1841, 1842, 1843.

| For the Year 1836, ending 5th Jan. 1837. | For the Year 1837, ending 5th Jan. 1838. | For the Year 1838, ending 5th Jan. 1839. | For the Year 1839, ending 5th Jan. 1840. | For the Year 1840, ending 5th Jan. 1841. | For the Year 1841, ending 5th Jan. 1842. | For the Year 1842, ending 5th Jan. 1843. |
|---|---|---|---|---|---|---|
| 52 | 42 | 25 | 19 | 12 | 4 | 1 |

4 August 1843. *Geo. Store.*

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*Accounts.* Statement in Witness's evidence before the Postage Committee of 1838, that the adoption of stamps for letters would relieve the Post-office from all financial accounts, which would effect an enormous saving of expense, *Hill* 4, *p.* 5——So long as there is a money-order system, a complicated account with every postmaster in the country, but quite distinct from postage accounts, must necessarily be kept up, *Ib.* 500——Forms of Post-office accounts, *App.* 249——Abstract of the money-order transactions of the chief and branch offices, for Saturday, 15th July 1843, *Ib.*——Copy of the journal of orders issued and paid at the commencement of business at the Money-order Office, General Post-office, on Saturday, 15th July 1843, *Ib.* 250——Advice of money-order drawn by the Post-office of London upon the Post-office at Staines, 15th July 1843, *Ib.* 251——Copy of the ledger with respect to money-orders for the current quarter, from 5th July 1843, in account with the Sheffield Post-office, *Ib.* 252——Abstract of the account of the postmaster of Guildford with the Money-order Office, General Post-office, for the quarter ended 5th April 1843, *Ib.* 254——Extract from the Receiver-general's pass-book with the Bank of England, in respect to the Money-order Department of the Post-office, *Ib.* 255.

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*Birmingham and Gloucester Railway.* Arrangement by which there are two night mails in each direction on the Gloucester and Birmingham Railway, conveyed by special trains at a cost of about 10,500 *l.* per annum; practicability of saving the expense of one train, *Hill* 313——Answer to the charge made by Mr. Rowland Hill as to an unnecessary expense being incurred in regard to these two mails, *Maberly* 1567-1579——Likelihood of any arbitrators awarding to the Company 8,000 *l.* for one special train, and 10,000 *l.* only for two special trains, *Ib.* 1716.

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*Bokenham, William.* (Analysis of his Evidence.)—Superintendent President of the Inland-office; has held that situation about seven years; was examined before the Commissioners of Post-office Inquiry, in the year 1837, on the consolidation of the Inland and Twopenny-post departments, 2196-2200——Delay which would be occasioned in the delivery of General-post letters by the consolidation of the two corps of letter-carriers, and their indiscriminately delivering Twopenny and General-post letters, 2201-2217——Probable increase of expense that an hourly delivery would occasion, 2218, 2219——Impracticability of dividing London into separate districts for post-office purposes, 2220-2237. 2253-2267——Centralization would be the best plan for producing facilities, 2268——Observations on Mr. Hill's plan of arranging the letters for despatch in the evening, by the post-towns alphabetically, instead of by the division into particular roads, 2269-2272.

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Inexpediency of reducing, to any great extent, the fee for registration; the Money-order Office ought to be thrown open to the greatest extent, for the purpose of avoiding the necessity of a cheap system of registration, 2331–2368——Opinions in favour of a compulsory system of registration, 2343–2347. 2379–2408——Difficulties likely to arise in the working of the money-order system, supposing pre-payment to be made compulsory, 2369–2378——The travelling railway office presents one of the greatest difficulties in registration, 2409–2435——Fear of the practical officers at the Post-office of a system of registration, 2436–2438——Further evidence as to the probable increase in the number of registered letters, in the event of the fee being much reduced, 2439–2446.

Memorandum upon Mr. Hill's plan of registration, 2447——It is the want of security that Witness feels from a great increase of registered letters, 2448–2457——Wish of the Postmaster-general to discourage, as much as possible, the transmission of articles of value through the Post-office, 2458–2469——Addition made to the establishment in Witness's office in 1839, upon the introduction of the penny postage, 2470–2474. 2478–2490. 2496–2498——There are very few complaints as to the time at which letters are to be posted, 2491——Frequency of complaints as to the lateness of delivery, 2492——Proposal by Witness to give another half hour for the gratuitous posting of letters at the receiving houses, 2499–2501——It would facilitate deliveries if parties would have slits cut in their doors, for the purpose of receiving letters, 2502——Inconvenience arising from illegible directions, 2503–2506.

Adoption by the public, at the request of the Post-office, of the plan of putting their stamps in a particular position, 2507–2509——Evidence as to hourly deliveries, 2510——The abolition of money pre-payments would be a great convenience, 2511–2517——Facilities in the course of progress for the posting of letters before the plan of the penny postage was adopted, 2518–2522——The plan of the Penny-post was not the best that could have been adopted, 2523——Witness, in the management of his office, has never offered any obstruction to the carrying into full operation the plan of the penny postage, 2524–2536.

[Second Examination.]—Evidence as to the French treaty, 2537–2570——Places from which there are no day mails; number of day mails from Lancashire, 2571–2584——Witness would rather have had a scale with different charges than an uniform rate of postage, 2585–2595——Further evidence as to the increase of the establishment of the Post-office, 2596–2609——Lengthened examination with respect to Parliamentary Return, No. 201 of 1843; 2613–2638——Rate at which letters, &c. can be sorted, 2639–2651——Inconvenience arising from a great many packages coming through the Post-office, which did not come previously to the establishment of the penny postage, 2654–2665. 2679——Further evidence as to the sorting of letters, 2666–2678. 2680, 2681. 2721–2728——How far the clerks in the Post-office are engaged in mercantile or other houses, 2666–2678. 2680, 2681. 2686–2698. 2730–2743——Salaries of the clerks, 2682. 2699–2720——Inconvenience to be anticipated from a great increase in the number of registered letters, 2744–2752——Amount of postage charged to the Government departments, 2753–2767.

*Bokenham,* Mr. Doubts expressed by him in his evidence in 1838, as to whether examining the sufficiency of the stamps would not be more than equivalent to the duty of taxing, *Hill* 72, *p.* 20——Statement made by Mr. Bokenham, that charging by weight would occupy double time, *Ib.*——Mr. Bokenham's observations on Mr. Hill's registration plan, *App.* 20.

*Bombay.* Circumstances under which the notice was lately issued by the Post-office, stating that letters for Australia and New Zealand could not be forwarded from Bombay, *Maberly* 952; *Hill* 3214——Statement in Mr. Escombe's Report of the reasons for the Government in India adopting the arrangement by which no letters should be sent on from Bombay without the postage being paid, *Ib.* 952——The regulation for stopping the progress of the letters at Bombay was adopted by the East India Company; all the Post-office did in this country was to notify the existence of such a regulation to the public here, *Ib.* 954–969. 1015–1020——Period at which the Post-office first learned that letters were detained at Bombay, *Ib.* 978–984.

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The want of payment of the transit postage at Bombay was the difficulty which occasioned the notices which ultimately were issued, *Maberly* 979——Directions have been sent out by the East India Company to the authorities at Bombay to forward the letters, *Ib.* 985——It would not be worth while, having reference to the number of letters, to establish an agent there, *Ib.* 996–998——The public is rather under a delusion as to Bombay being so quick a route to Australia, *Ib.* 999–1008——Statement of the number of vessels that sailed from Bombay in the year 1841–42 for Australia, Ceylon, and China, *Ib. p.* 185.

*See* also *Australia.* *Ceylon.*

*Booksellers.* Advantage of penny postage to country booksellers, *Hill* 25, *p.* 13.

*Branch Offices.* Reasons for considering that the clerks at the branch offices are not fully employed, *Hill* 174–180——Salaries of the clerks at the branch offices; they ought perhaps not to be compelled to sort the letters, *Ib.* 181, 182——Reason why deliveries would not be expedited by sorting the letters at branch offices, *Smith* 1872——Table showing the daily average number of letters received at each branch office, distinguishing the paid from the unpaid, *Bokenham's Ev., p.* 291.

*Brighton Day Mail.* Date of the establishment of the Brighton day mail, *Maberly* 941——Time of arrival of the Brighton day mail at the General Post-office when first established; time of arrival at present, *Ib. p.* 185——Little convenience that would be afforded to places within the six-mile-circle on the Brighton line by the substitution of a despatch by the mails at half-past eight instead of the six o'clock despatch, *Smith* 1962.

*Bristol Day Mail.* Date at which the London and Bristol day mail was established, *Maberly* 941——Time of arrival of the Bristol, Stroud, and Cirencester day mail at the General Post-office when originally established; time of its arrival at present, *Ib. p.* 184.

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*Bye and Dead Letter Offices.* Opinion of the Committee of 1838, that by Mr. Rowland Hill's plan the complex accounts of the Bye and Dead Letter Offices would be much simplified, *Hill* 4, *p.* 6.

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*Calcutta.* Table showing the number of vessels which arrived at Calcutta from Sydney, Port Phillip, and Hobart Town during the year 1841, *Maberly's Ev. p.* 185——Statement of the number of vessels that sailed from Calcutta in the year 1840–41 for Ceylon, China, the Straits of Malacca, Mauritius and Bourbon, and Australia, *Ib.*

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*Cambridge Day Mail.* The Cambridge day mail is the only one that has been established within the last two years, *Maberly* 884. 941——Reason which induced the Post-office to fix the day mail from Cambridge at so late an hour, *Ib.* 888. 899——Time of arrival of the Cambridge day mail at the General Post-office when originally established; time of arrival at present, *Ib. p.* 184.——*See* also *Day Mails*, 2.

*Canada.* There have been various measures in Canada for the abolition of franking of letters and packets, and putting it on a new system, with forward offices, *Lord Lowther* 2880. 2922–2924.——*See* also *Cunard's Packets.*

*Ceylon.* Letters from this country to Ceylon went forward without being detained at Bombay, *Maberly* 953——Statement of the number of vessels that sailed from Calcutta and Madras in the year 1840–41, and from Bombay in the year 1841–42 for Ceylon, *App.* 219.——*See* also *Bombay.*

*Centralization.* It has always been felt that centralization was the best plan for producing facilities, *Bokenham* 2268.

*Channel Islands.* The transfer of the packet station to Southampton would greatly facilitate the correspondence to the Islands, *Hill* 274, *p.* 76——Evidence as to the Post-office communication with the Channel Islands, *Ib.* 607–625——Abstract of tenders for conveyance of mails between Southampton and the Channel Islands, *Maberly's Ev. p.* 237——Report presented by Mr. Hill, dated 15th August 1842, *Ib.* 1703–1705——Opportunities of sending letters from Southampton to the Channel Islands, *Ib.* 1706–1708——Expense of the Channel Island packets; saving estimated by Mr. Hill, *Ib.* 1709–1713.

Cost to the public of the present establishment of packets from Weymouth to the Channel Islands, *Maberly* 1697, 1698——Decision come to by the Commission appointed to inquire into the best port for communication between the Channel Islands and the United Kingdom, *Ib.* 1698——Periods at which the packets at present go from Weymouth; additional departure contemplated by the Treasury, *Ib.* 1701, 1702——Opposition to the transfer of the packet station from Weymouth to Southampton, *Ib.* 1714, 1715.

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Offer of Mr. Rolfes to convey the Channel Island mails, *App.* 175——Letter from the Postmaster-general to the Lords of the Treasury, dated 21st June 1842, transmitting for their Lordships' consideration copies of two communications received from Mr. W. G. Rolfes, of Jersey, offering, on the part of certain individuals resident in Jersey and Guernsey, to convey the mails between Southampton, the Channel Islands, and the coast of France, *Ib.*——Memorandum on No. 12,526, 1842, being a report from the Postmaster-general to the Treasury, enclosing an offer from Mr. Rolfes, for conveyance of mails between Southampton and the Channel Islands, and the coast of France, *Ib.* 176——Treasury Minute of 4th November 1842 on this paper, *Ib.* 179——Letter from Lord Lowther to the Treasury, dated 31st December 1842, relative to the offer of Mr. Rolfes to contract for the conveyance of the mails for the Channel Islands by steam-vessels to and from Southampton, and the abandonment of Weymouth as the packet station and the port of communication with those islands; together with replies to communications addressed to the Lords of the Admiralty and to the postmaster of Southampton on the subject, *Ib.*——Letter from Sir John Barrow, bart., to Lieutenant-colonel Maberly, transmitting copy of report from Mr. Watts, dated 3d December 1834, as to the fitness of the steam-vessels which now ply between Southampton and the Channel Islands for the conveyance of the mails according to Mr. Rolfes's plan, *Ib.* 181——Dimension of steam-vessels belonging to the South of England and South Western Steam Packet Companies referred to in the foregoing letter, *Ib.* 182.

Suggestions by M. Guizot that the Post-office negotiations between this country and France should include the islands of Guernsey and Jersey, *App.* 195——Proposed convention between France and the United Kingdom for the exchange of correspondence between France and the islands of Guernsey and Jersey, *Ib.* 196——Additional convention to the Treaty of the 30th March 1836 between France and Great Britain, for the exchange of correspondence between France and the islands of Guernsey and Jersey, *Ib.* 197——Letter from Lieutenant-colonel Maberly, dated 8th October 1841, to M. Conte, stating that he is directed by the Postmaster-general, in reply to M. Conte's letter of the 24th September 1841, to acquaint him that his Lordship is not aware of any objection to the proposed additional articles to the Treaty of 1836, *Ib.* 198——Also copy of letter received by Lord Lowther from Mr. W. J. Lefevre, secretary to South of England Steam Navigation Company, stating the terms upon which that company is willing to contract for the service in the event of the proposed alteration in the packet station taking place, *Ib.* 180——Return of the receipts and expenses of the Weymouth packets for the years 1841 and 1842 (making the proper deductions for half-pay saved, &c.) *Ib.* 183.

*See* also *Commercial Steam Packet Company.* *Rolfes,* Mr.

*Chaplin,* Mr. See *Dover Day Mail.*

*Charing Cross.* Return of the number of letters distributed on each of three days, commencing 19th July 1843, from the Charing Cross branch, *Smith* 1896.

*See* also *Deliveries,* 4.

*Chester and Crewe Railway.* See *Crewe and Chester Railway.*

*Cheltenham and Gloucester Day Mail.* Date of the establishment of the London and Cheltenham day mail, *Maberly* 941——Time of arrival of the Cheltenham and Gloucester day mail at the General Post-office when first established; time of arrival at present, *Ib. p.* 184.

*China.* Statement of the number of vessels that sailed for China from Calcutta and Madras in the year 1840–41, and from Bombay in the year 1841–42, *App.* 219.

*See* also *Australia.* *Bombay.*

*Circulars.* Importance of the new plan in the distribution of circulars, *Hill* 24, *p.* 12——A person wanting to circulate a thousand circulars could circulate them more cheaply than by the Penny Post-office; this would not be in contravention of the Post-office monopoly, *Maberly* 1107, 1108——Case of a rival post-office being set up to the London District Post-office in London, for circulars; it was put an end to by the Post-office; if it had not, it would have fallen of itself, *Ib.* 1107.

*Civil Engineers.* Statement by Mr. Manby, secretary to the Society of Civil Engineers, that the collection and diffusion of scientific information has been vastly extended by the penny postage, *Hill* 25, *p.* 14.

*Clerks.* A more rigid and systematic investigation as to the character of applicants for admission into the Post-office service recommended, *Hill* 75, *p.* 26; *Ib.* 81, *p.* 34——Evidence as to how far the clerks in the Post-office are engaged in mercantile or other houses, *Bokenham* 2666–2678. 2680, 2681. 2686–2698——Number of those employed in the morning, who are detained regularly for day mail work, *Ib.* 2730–2732——Many of the clerks are at the office before six o'clock in the morning; they go away in the middle of the day, *Ib.* 2733–2756——Further evidence respecting the duties and attendance of the clerks in the different departments of the Post-office, *Ib.* 2733–2743——Remarks on

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Mr. Rowland Hill's suggestion as to a rigid investigation into the character of candidates for employment in post-offices, *Lord Lowther's Ev. p.* 335.

*See* also *Attendance of Clerks. Branch Offices. Extra Work. Inland Office. Money-order Office. Post Office*, I. *Salaries.*

*Closing of Letter-Boxes.* Defects of the present arrangements with regard to closing the boxes, &c.; proposed remedy, *Hill's Ev. p.* 38——Reason for closing the letter-boxes earlier than before the introduction of penny postage, *Maberly* 858–860.

*See* also *Hours of Despatch.*

*Colchester Day Mail.* A day mail has lately been opened to Colchester, *Lord Lowther* 2956.

*Collection and Delivery of Letters.* Strong objections existing to the proposition that the postman should collect the letters that were in the receiving offices, provided they bore stamps, and deliver them on his way to the Post-office; proposition made by Sir Edward Lees of this nature as regards Edinburgh, *Maberly* 1791–1795——Number of collections made by the Twopenny-post department daily, *Smith* 2050, 2051——Way in which the collections are made which are not contained in bags, *Ib.* 2052, 2053——Number of times in the course of the evening that letters are collected from the districts to the central office; magnitude of the six o'clock despatch from Lombard-street, *Bokenham* 2306–2308.——*See* also *Deliveries*, 1. *London District Post.*

*Colonial Letters.* Defects of the present arrangements with regard to colonial letters; remedy proposed, *Hill's Ev. p.* 40——There is an optional payment of the rate between the mother country and every colony, when the Post-office is under the Postmaster-general, *Maberly* 950.——*See* also *Foreign and Colonial Letters.*

*Commercial Steam-Packet Company.* Amount of their tender for the conveyance of mails between Southampton and the Channel Islands, *Maberly's Ev. p.* 237.

*Commercial Travellers.* By Witness's plan the commercial traveller has no difficulty in writing to his principal, *Hill* 24, *p.* 12.

*Commissioners of the Post-office Inquiry.* The Commissioners of the Post-office Inquiry recommended every part of Witness's plan for the improvement of the delivery of letters in the metropolis, *Hill* 194–196——Lord Lowther himself has stated that the Post-office is too strong for a commission of inquiry, *Ib.* 404.

*Comparison of Results with Anticipations.* Comparison between Witness's expectations and the actual results, *Hill* 72, *p.* 20.

*Compensation.* The payment for compensation for loss of fees has been one cause of the increase of expenditure in 1842 as compared with 1839, *Hill* 24, *p.* 10.

*Compulsory Prepayment.* See *Money Prepayment. Prepayment. Registration*, 5.

*Consolidation of Letter-carriers.* Recommendation by Witness of the consolidation of the two corps of letter-carriers, *Hill's Ev. p.* 35; *Ib.* 156. 160——The recommendation of Mr. Hill with regard to the consolidation of the two corps of letter carriers has not been carried into effect, *Maberly* 1816, 1817——The consolidation of the Twopenny and General-post letter-carriers would not work advantageously, *Smith* 1844–1847. 2184, 2185. 2191——Probable delay in the delivery of the General-post letters if the two corps of letter-carriers were consolidated, *Bokenham* 2201——The consolidation of the letter-carriers without being combined with an hourly delivery of letters, would not be attended with any convenience to the public, *Ib.* 2207–2217——Remarks on Mr. Rowland Hill's suggestion with regard to the consolidation of the two corps of letter-carriers, *Lord Lowther's Ev. p.* 334.

*See* also *Letter-carriers*, 2. 3.

*Contractors.* If a contractor is five minutes beyond time, he is called upon to account for it, *Smith* 2147.

*Country Post-offices.* Very few additional country offices have been established since the adoption of Witness's plan, *Hill* 22.

*Country Offices.* Evidence respecting Return No. 3, *Maberly* 1672–1688——Defects in the present arrangements with regard to closing boxes and the fees on late letters in country offices; proposed remedy, *Hill's Ev. p.* 38——Remarks on this suggestion, *Lord Lowther's Ev. p.* 334.——*See* also *Rural Posts.*

*Crewe and Chester Railway.* Letter from Lord Lowther to the Lords of the Treasury, dated 24th May 1842, respecting the despatches of letters by the Crewe and Chester Railway, *App.* 113——Tabular statement, giving the information required by the letter from the Treasury, bearing date 9th April 1842, in regard to the conveyance of the mails on the Crewe and Chester and North Midland Railways, *Ib.* 114.

*Cross Posts.* See *Allen*, Mr. *Rural Posts.*

*Cunard's Packets.* Evidence as to the establishment of Cunard's packets to Canada, *Lord Lowther* 3060. 3065——They do not pay, *Ib.* 3065.——*See* also *Packet Service.*

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*DAY MAILS:*

1. *Generally.*
2. *Actual and intended Establishment of Day Mails.*
3. *Opinions in favour of and against a later Delivery in London of the Day Mails.*

1. *Generally:*

Suggestions by witness in his pamphlet "Post office Reform," that there should be two departures and two arrivals of the London mails per day, *Hill* 4, *p.* 2——Contemplated improvement of the arrangements as to the starting of the day mails to London, *Ib.* 274, *p.* 75——The convenience of a mail from any town to London is not confined to the correspondence between that town and London; it extends to the correspondence between all the towns on the line, *Ib.* 334——Account of the number of bags due in London by the morning mails which have been received by the day mails, from 17th July 1842 to 17th July 1843, *Maberly's Ev. p.* 145——The great advantage of the day mails is acceleration of the letters passing through London, *Ib.* 896——Letter from the Treasury, sanctioning the award made by the arbitrators, fixing the amount to be paid for the conveyance of the day mails, *Ib.* 941——Number of letters received by the day mails in the week ended 24th July 1843, distinguishing the London letters from the forward letters, *Ib. p.* 184——All the General-post letters arriving by the day mails are delivered by the Twopenny-post letter-carriers, *Smith* 1890–1893.

2. *Actual and intended Establishment of Day Mails:*

They are now established on nearly all the principal roads leading out of London, *Hill* 14; *Maberly* 887——In most instances day mails were established previous to the adoption of Witness's plan, *Hill* 14——The earliest of them was established subsequently to Witness's recommendation of such additional mails, *Ib.*——The establishment of day mails has greatly increased the number of letters, *Ib.* 82, *p.* 42——The Cambridge is the only day mail which has been established to and from London within the last two years, *Maberly* 884——Number of day mails which have been established since the 1st July 1830, *Ib.* 884–886——Return showing the day mails that have been established, with the date of the commencement of each, *Ib.* 941.

Mr. Hill's recommendations with regard to day mails has been carried into effect upon all lines but one or two, *Maberly* 1818——It is the Postmaster-general's intention to establish day mails wherever they can be established, *Bokenham* 2664, 2665——When time and money and circumstances allow, some few morning mails could be established, *Lord Lowther* 2954——There is not a morning mail in every place where there is a railroad; in the midland counties there is not, *Ib.* 2956——Remarks on Mr. Rowland Hill's suggestion for the extension of day mails to every principal town within eight hours of London, *Ib. p.* 334——Remarks on Mr. Rowland Hill's suggestion for more frequent mid-day railway trains, *Ib. p.* 335——Correspondence and statements relative to the establishment of a day mail to Leeds, Newcastle-upon-Tyne, &c., *App.* 122.

3. *Opinions in favour of and against a later Delivery in London of the Day Mails:*

Advantage to the public of having the delivery of the day mails so late as five o'clock in London; the convenience to the public illustrated in the case of the Birmingham day mail, *Hill* 340–364——Saving that would arise if the day mails were to arrive at a later hour in London than they do at present, *Ib.* 637, 638——If the day mails did not arrive in London till five o'clock, London letters, with the exception of some few by the Twopenny-post, which would be practically useless, would not be delivered till the next morning, *Maberly* 895.

*See* also *Birmingham. Brighton Day Mail. Bristol Day Mail. Cambridge Day Mail. Cheltenham and Gloucester Day Mails. Clerks. Colchester Day Mail. Deliveries,* 6. *Derby. Dover Day Mail. Edinburgh and Glasgow Day Mail. Exeter. Irish Express. Leeds Day Mail. Leicester. London Day Mails. Manufacturing Towns. Newcastle Day Mail. Norwich. Nottingham. Portsmouth Day Mail. Railways. Sheffield. Southampton Day Mail. Up Day Mails.*

*Dead and Returned Letters.* Decrease in the amount of property found in dead letters since the reduction of postage, *Hill* 75, *p.* 26——The total amount of deductions on account thereof is charged against the inland postage in Return No. 201, of 1843; but nearly the whole amount is lost on letters arriving from abroad, *Ib.* 85——Dead and returned letters, as they appear in the accounts for the year ended 5th January 1843, *Maberly* 1279–1286——Loss appearing in Return No. 201, under the head of Dead and Returned Letters, *Ib.* 1396, 1397——The item in Return No. 201 contains whatever may be the amount of dead and mis-sent letters upon the amount of foreign and colonial postage collected in England, *Ib.* 1398–1401——Lengthened examination as to the mode in which the calculations as to the loss under the head of Dead and Returned Letters in Return 201 have been made, *Ib.* 1396–1415——Whether a large proportion of the deduction for dead and returned letters falls upon the foreign postage, *Ib.* 1421, 1422.

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*DELIVERIES:*

1. *Generally.*
2. *Additional Deliveries recommended.*
3. *Additional Deliveries established.*
4. *Deliveries in the Metropolis.*
5. *In the Suburbs.*
6. *In Provincial Towns.*

1. *Generally:*

Defects in the present arrangements of the Post-office; remedy proposed, *Hill's Ev. p.* 36——Examination with reference to the allegation in Witness's petition, "that for increased speed in the delivery or greater facility for the despatch of letters, little or nothing has been done," *Ib.* 407. 420, 421——The number of deliveries could not be increased with the present strength of letter-carriers and sorters, *Smith* 1853——A delivery is more expensive than a collection, *Ib.* 2165——Difficulties experienced in sorting the letters for their proper deliveries, *Bokenham* 2223–2230——Rate at which letters can be prepared for delivery, *Smith* 2872–2874——Whether the deliveries of letters may be so much increased as not only not to be an additional convenience, but to be a great inconvenience, *Lord Lowther* 2895.

2. *Additional Deliveries recommended:*

Extract from Third Report of the Postage Committee, stating that Witness considered improved facilities in distribution as an essential part of his plan, and until such improvement were adopted his plan could not be said to be introduced or tried, *Hill* 4, *p.* 5, 6——Opinion of the Committee of 1838, that the establishment of additional deliveries would be beneficial, *Ib. p.* 6.——The number of deliveries might be increased with advantage to the revenue, *Ib.* 60–63.

3. *Additional Deliveries established:*

Recommendation of hourly deliveries, *Hill* 156–182——Mr. Hill's recommendations with regard to more frequent deliveries have been carried into effect, *Maberly* 1819——Additional expense caused by increasing the number of deliveries; increase in the number of letters sent, *Smith* 1935–1939——The additional delivery increases the other deliveries also to a small extent, *Ib.* 1940——The correspondence is still increasing, but has not yet covered the expense of the additional delivery, *Ib.* 1941–1943——Detail of the measures proposed by the Postmaster-general for accelerating the delivery of letters in the morning, and for giving longer time for posting of letters in the evening, *Bokenham* 2298–2308——Additional deliveries authorized from September 1839 to September 1840, and from September 1841 to August 1843, *Lord Lowther* 2880——List of places in England and Wales having more than one free delivery daily, with the number of deliveries now as compared with 1st July 1838, *App.* 258.

4. *Deliveries in the Metropolis:*

Impracticability of increasing the number of deliveries in London with the present force of letter-carriers and sorters, even if the two corps of General-post and District-post letter-carriers were united, *Maberly* 846——Return for three days of the total number of Twopenny-post letters posted at the receiving-houses within the districts of Charing-cross, North-row, and Portland-street, showing what portion of these letters were intended for delivery at places within each respective district, *Ib. p.* 136——One additional metropolis delivery has been given to the public since the penny postage has been carried into operation, *Ib.* 1048–1052——If there were twelve deliveries a day in London, there must be three sets of letter-carriers, *Smith* 1968, 1969——Facts to show that a late night delivery would not dispense with an early morning delivery, *Ib.* 1967——Frequent complaints made with reference to the lateness of delivery; cost at which the time of delivery might be brought to the same time as before the introduction of the penny postage, *Bokenham* 2492–2495——Return for the North-row Branch-office, showing the actual number of letters delivered from this office in the week ending 14th July 1843, and the number of places the letter-carrier has to call at to deliver those letters, *Smith* 2874.

5. *In the Suburbs:*

The additional deliveries in London and the suburbs were established previously to the adoption of Witness's plan, but subsequently to its announcement, *Hill* 14——One of the two additional deliveries in the suburbs has been carried into effect recently by the present Government, *Ib.* 19——Examination with reference to the saving that might be made with regard to the additional delivery in the suburbs of London, *Ib.* 538–542——Places beyond the three-mile circle which have the benefit of the additional delivery; present number of collections and deliveries, *Smith* 2159–2166.

*Deliveries*—continued.

6. *In Provincial Towns:*

In some of the provincial towns, an additional delivery has followed the establishment of day mails, *Hill* 14——Remedies suggested to cure the evils arising from the deliveries being unnecessarily and inconveniently late in some of the most important towns, *Ib.* 235. 238–242——Statement as to the increase of deliveries in Bath, Bristol, and Exeter, *Ib.* 563–570. 581–598.

*See* also *Acceleration of Deliveries. Birmingham. Branch Offices. Collection and Delivery of Letters. Distribution of Letters. Early Deliveries. Facilities for Correspondence. Free Deliveries. General-Post Deliveries. Hourly Deliveries. Late Letters. London District Post,* 2. *Manchester Morning Deliveries. Provincial Deliveries. Suburbs of London. Sunday Delivery.*

*Dent,* Mr. Communication from Mr. Dent, the chronometer maker, as to the facility in the transmission of watches through the post, *Hill* 24, *p.* 13.

*Depression of Trade.* The depression of trade has been very much against Witness's plan, *Hill* 24, *p.* 9.

*Deputy Postmasters.* Opinion of the Committee of 1838, that by Witness's plan the system of accounts between the deputy-postmasters, which presents so many opportunities and facilities for fraud, would disappear, *Hill* 4, *p.* 6——Periodical revisions of the emoluments of the deputy-postmasters proposed; objects which Witness has in view, *Ib.* 274; 275, *p.* 76——The net income of the deputy-postmasters in 1841, as compared with 1836, has advanced about 12 per cent. *Ib.* 754–765.——*See* also *Accounts.*

*Derby.* There is no day mail to Derby, *Bokenham* 2576.

*Derby and Leeds Railway.* Derby and Leeds Railway night mail time-bill, *App.* 112.

*Despatch of Letters.* More frequent opportunities for the despatch of letters would be justified and required by the increase in the number of letters consequent upon the adoption of Witness's suggestions, *Hill* 4, *p.* 5——Opinion of the Committee of 1838, on the more frequent despatches of letters, *Ib. p.* 6——Reasons for considering the despatch of letters as of more importance than the delivery; the delivery applies to particular towns, but the despatch may apply to letters intended for the whole of the empire, *Maberly* 1235–1237.——*See* also *Hours of Despatch.*

*Detection of Offenders.* The adoption of systematic means for the detection of offenders recommended, *Hill* 75, *p.* 26.

*Dismissal of Postmasters.* Dismissal of the postmaster at Cork for drawing bills on account of the Money-order Office, without having had money paid in at the window to correspond with it, *Maberly* 1363.

*Distribution of Letters.* The cost attendant upon the distribution of letters consists chiefly in the expenses which are incurred with reference to their receipt at the post-office and to their delivery from the Post-office, *Hill* 4, *p.* 5——Measures intended to afford increased facilities for Post-office distribution, *Ib.* 82, *pp.* 33, 34.——*See* also *Charing Cross.*

*District Posts.* An increase in the allowance of weight in all district posts recommended, *Hill* 82, *p.* 34——Defects of the present arrangements with regard to the district posts; remedy proposed, *Hill's Ev. p.* 35. 37, 38——Mode in which Witness contemplated carrying out his plan with respect to district posts, especially as connected with large towns, *Ib.* 229–232——There are very large districts in the country, in which the system of district posts might be introduced without any loss to the revenue, *Ib.* 237——Objection to the establishment of district offices in London, for general correspondence, *Maberly* 1047——The labour and expense would be considerably increased by having district offices; experience in the case of the Gerrard-street and Lombard-street offices, *Smith* 1867–1870——Failure of Mr. Hill's plan for carrying the letters in the neighbourhood of London by coaches and omnibuses; fair trial given to it, *Ib.* 1902–1913.

The evening mails take Twopenny-post letters out of town, wherever it can be done, *Smith* 1914, 1915——Estimated amount of twopenny-postage received on General-post letters at places beyond the three-mile circle, for three years previous to the reduction of postage, calculated upon a Return of the number of such letters delivered in one week in each year, *Ramsey's Ev. p.* 322——Remarks on Mr. Rowland Hill's suggestion with regard to a district post reduction of rates, *Lord Lowther's Ev. p.* 334——Remarks on Mr. Rowland Hill's suggestion with regard to the size of the district offices, *Ib.*——Return showing the districts into which the metropolis is divided for the delivery of the General-post letters, the hour at which such delivery commences, and the time usually occupied by it, on each day of the week, *App.* 241.——*See* also *Messengers.*

*Dockwra,* Mr. Establishment of the Penny-post in London by an individual of the name of Dockwra, as a private speculation, *Hill* 318, *p.* 84——Proceedings taken by the Post-office against Mr. Dockwra for infringing the privileges of the office, *Ib.*

Report, 1843—*continued.*

*Double Postage.* See *Prepayment.*

*Dover Day Mail.* Date of the establishment of the London and Dover day mail, *Maberly* 941——Time of arrival of the Dover day mail at the General Post-office when originally established ; time of arrival at present, *Ib. p.* 184——Mr. Chaplin in contracting for this mail insisted upon the guard being paid by the Post-office, and not by the passengers, *Ib.* 1610.

*Dublin.* Saving Witness expects to arise in the Post-office communication with Dublin, *Hill* 627-629——Saving effected by the improvement of the Post-office communication with Dublin, *Ib.* 775——Correspondence relative to the Post-office communication between London and Dublin, *App.* 171——Letter from Sir John Barrow, bart. to Sir George Clerk, bart. dated 9th March 1842, transmitting copy of a letter from the Secretary of the General Post-office, dated the 4th instant, suggesting an acceleration to the packets between Liverpool and Kingstown, by the adoption of improvements in their machinery, *Ib.*——Letter from Lieutenant-colonel Maberly to the Hon. Sidney Herbert, M. P., dated 4th March 1842, bringing under the consideration of the Lords of the Admiralty the immense advantage to Ireland of an earlier arrival of the packets by two hours at Kingstown from Liverpool ; how this might be accomplished, *Ib.*——Treasury Minute, dated 15th March 1842, stating that, no money having been taken on account of the improvement in the conveyance of the mails between Liverpool and Kingstown in the Estimates for the year, their Lordships must reserve the consideration of it to another year, *Ib.*——Report of the Select Committee to inquire into the Post-office communication between Great Britain and Ireland, *Ib.*—Memorandum thereon, *Ib.*——Letter from Sir John Barrow, bart. to Sir George Clerk, bart. dated 5th May 1843, stating the recommendation of the Admiralty, that the hour of starting of the Liverpool packets from Kingstown should be altered from half-past ten to half-past nine, *Ib.* 175——Copy of Treasury Minute, dated 9th May, approving of the alteration, *Ib.*

## E.

*Early Deliveries.* An earlier delivery of London General-post letters proposed, *Hill* 81, *p.* 29 ; 82, *p.* 33——Boundaries of the districts to which the "early delivery" extends ; objections to it ; difficulty of doing away with it, *Maberly* 1796-1799——So long as Witness has known London, every one has wished for an earlier delivery of letters, *Lord Lowther* 2954——The traders in London are very anxious for an earlier delivery of letters, *Ib.*——At the present time letters are sent in parcels for the sake of securing an earlier delivery ; the railways deliver more rapidly than the Post-office, *Hill* 3212, 3213.

*East India Company.* See *Bombay. Red Sea Rate.*

*Edinburgh.* Time of arrival of the mails from Edinburgh, *Bokenham* 2582, 2583——Letter from Lord Lichfield to the Lords of the Treasury, dated 14th June 1841, bringing under the consideration of their Lordships the case of the letter-carriers in Edinburgh, with a view to the revision of their wages, *App.* 150——Total incomes of the Edinburgh letter-carriers for the year ending 5th January 1840, and for the year ending 5th January 1841, *Ib.* 151——*See* also *Letter-carriers,* 2, 3.

*Edinburgh Education Society.* Extract from the annual report of the Edinburgh Education Society, for 1840, in favour of the cheap rate of postage, *Hill* 25, *p.* 14.

*Edinburgh and Glasgow Day Mail.* Date at which the Edinburgh and Glasgow day mail was established, *Maberly* 941.

*Envelopes.* Objection among men of business, especially bankers, to the use of the envelopes ; it deprives them of the value of the Post-office stamp upon the actual sheet containing the advice, *Hill* 227——It was partly with a view of removing this well-founded objection that Witness recommended the use of the labels, *Ib.* 227, 228.

*Errors.* Errors have increased since the alteration in the rate of postage, but Witness does not attribute many of them to that cause, *Bokenham* 2587, 2588.

*Establishment of the Post-office.* Opinion expressed in Witness's pamphlet, "Post-office Reform," that the present establishment, with a slight addition, would suffice for a four-fold increase of business, *Hill* 4, *p.* 2——The increase in the establishment of the Post-office has not been in proportion to the number of letters or the amount of business ; there has been a considerable addition made to the establishment, *Bokenham* 2596-2609——They were under their work until Mr. Baring made them equal to it at the commencement of the penny postage, *Ib.* 2596. 2600——Leaving out the letter-carriers, the increase of establishment has been in proportion to the work to be done, *Bokenham*

Report, 1843—*continued.*

*Establishment of the Post-office*—continued.

2597——Whether the Post-office, as at present constituted, has a sufficient power by responsible officers to discharge the duties of the office, *Lord Lowther* 3143–3145.

*Evening Mails.* A despatch by the mails at half-past eight would be no substitute for the convenience of a six-o'clock despatch; instances given in proof of this, *Smith* 1956–1966.

*Exeter.* There is no day mail so low down as Exeter; it only runs to Taunton, *Bokenham* 2572–2574.

*Expenditure of the Post-office.* The increase of expenditure, as shown by the Returns, is from 757,000*l.* in 1839, to 978,000*l.* in 1842, or 221,000*l.*, *Hill* 24, *p.* 9, 10——Several items of expenditure in the Returns have no connexion with the penny postage, though some of them tend undoubtedly to augment the gross expenses of the Post-office, *Ib.* 24, *p.* 10——Making the necessary deductions, the increase of expenditure in 1842 over 1839 is about 15 per cent. *Ib.*——Including the whole of the expenditure, the increase is only 30 per cent., while the increase of letters and newspapers combined is about 100 per cent., and of letters alone nearly 200 per cent. *Ib.*——This shows how much the plan, imperfect as it is, has, by introducing simplicity, tended to economy in the management of the Post-office, *Ib.*——Good reasons for doubting whether the introduction of penny postage, imperfect as it still is, has added at all to the expenditure, *Ib.*——Statement of the Post-office expenditure for each year, from 1836 to 1842 inclusive, reduced to a state fit for comparison by being cleared of certain extraneous charges, *Ib. p.* 10, 11——The present expenditure of the Post-office is capable of very great reduction, without in any degree impairing the efficiency of the service, *Ib.* 82, *p.* 32——Detail of specific savings contemplated by Witness from the adoption of his suggestions, *Ib.* 773, *et seq.*——Aggregate amount of the savings contemplated by Witness in the different departments of the Post-office, *Ib.*——Reduction of this estimate by 30,000*l.* in respect to the conveyance of the Indian mail, *Ib.* 843——Tables showing the specific savings recommended by Mr. Hill to the Treasury between the months of April and September 1842, and none of which have been carried into practical effect, *Ib. p.* 90–92.

*See* also *Ireland.* *Packet Service.*

*Expenses of Management.* By Witness's plan, it is almost certain that a large increase of business might be accomplished in the Post-office without a proportionate increase of expense, *Hill* 9–10——Explanation of the item in Return 201 under this head, *Maberly* 1385——No further accommodation can be afforded without an extra expense, *Lord Lowther* 2957.

*See* also *Deliveries,* 3. *Economy.* *Registration,* 1. *Rural Posts,* 2.

*Extra Work.* Increase of salaries of clerks in the Post-office by payments for extra work, *Maberly* 1729; *Bokenham* 2699–2720——System pursued with regard to the employment of the clerks on extra work; rate per hour given, *Bokenham* 1738-1741——Lengthened evidence as to the payments for extra work, and the claim of the clerks to such payment; practice in country offices, *Ib.* 1747–1765——Extra work performed in the Ordnance Office is paid for; unfairness of requiring clerks to give up their private time for public duties without payment, *Ib.* 1789, 1790——Pay for extra duty in the Twopenny-post department, *Smith* 2173–2177.

F.

*Facilities for Correspondence.* The facilities for correspondence proposed to be afforded form a most important feature of Witness's plan, *Hill* 4, *p.* 2——As regards the Twopenny-post, more frequent and rapid deliveries would conduce more to increased correspondence than even a reduction of charge, *Ib.*——Extract from the Third Report of the Postage Committee: "That it is the opinion of the Committee that the additional facilities which have hitherto been afforded to inland correspondence have all tended to the convenience of the public, and, in a majority of instances, to the improvement of the revenue," *Ib.* 4, *p.* 6——Increase in the number of letters sent, occasioned by the increase of opportunities of despatching them, and the rapidity with which they are transmitted and delivered, *Ib.* 82, *p.* 42——The only means of increasing the revenue of the Post-office must be by increasing the facilities, inducing the public thereby to use it, *Maberly* 1032–1040——Additional facilities that have been introduced since 1841, by which the public have been induced to use the Post-office more than they did before that time, *Ib.* 1035.

With reference to the extension of the Post-office arrangements, Witness would merely consider the revenue to be received, and the expense to be incurred, *Maberly* 1432——Great anxiety displayed by the Postmaster-general to give additional facilities for the delivery of letters, and the extension of the time for posting, *Bokenham* 2302, 2303——Restrictive nature of the accommodation given to the public previously to the Post-office inquiry of 1835,

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*Facilities for Correspondence*—continued.

1835, *Lord Lowther* 2876——The recommendations of the Duke of Richmond had for their object the giving of additional accommodation, and facilities for the correspondence of the public, *Ib.* 2878——Memorandum of alterations in the Post-office arrangements, giving facilities to the public, *Ib.* 2880——Rough statement of facilities and improvements since May 1843, *App* 256.

*See* also *Centralization. Day Mails. Foreign and Colonial Letters. Palmer,* Mr. *West India Mails.*

*Falmouth.* See *India Mail. West India Mails.*

*Fees.* Erroneous system of paying the officers by fees, *Lord Lowther* 2876——Remarks on Mr. Rowland Hill's suggestion for a regulation of fees, *Ib. p.* 335.

*See* also *Compensation. Late-letter Fees. Money-orders,* 2. *Registration,* 2, 3.

*Females.* Advantage of employing female labour in the Post-office, *Hill* 318, *p.* 83——Saving that would be effected by employing women as letter-sorters; they could not be employed in the London office, *Ib.* 647–655——A greater part of the work that is done by the persons who sort in the morning and evening might be done by females, *Ib.* 745–749——Remarks on Mr. Rowland Hill's suggestion for the employment of female sorters, *Lord Lowther's Ev., p.* 336.

*See* also *French Stamp Office. Sorting of Letters,* 2. *Taunton.*

*Fish.* Fish is sometimes sent by the post, *Bokenham* 2657, 2658——It is frequently so done up that it cannot be detected, *Ib.* 2663.

*Foreign and Colonial Letters.* The inland rates, as recommended in Witness's evidence in 1838, have been greatly reduced; in some instances they have been abandoned altogether, *Hill* 14——The sea-rates on divers of the foreign and colonial letters have themselves been lowered, *Ib.*——Some of the reductions in the foreign rate of postage have been effected since the change of Government, and one important one since Witness left the Treasury, *Ib.* 20——The reductions made from time to time in the foreign rates affect the revenue of the Post-office, *Ib.* 24, *p.* 11——The completion of the arrangements with foreign powers for mutual reductions of postage recommended, *Ib.* 82, *p.* 34——Increased facilities to foreign nations for the transmission of letters through this country proposed, *Ib.* 82, *p.* 34——Defects in the present arrangements with regard to foreign letters, *Ib. p.* 39——Increased estimates of the Post-office as to the amount of foreign and colonial postage, *Ib.* 85——Every effort should be used to effect upon advantageous terms postal treaties with all the countries in the world, *Ib.* 255–257——As soon as the penny postage was carried into operation communications were made to the foreign courts with a view to the reduction of foreign postage, *Ib.* 536, 537.

Data from which the Returns of the foreign and colonial letters, and the gross amount of revenue derived therefrom, for the year 1842, in Return No 201 of 1843, were made up, *Maberly* 910–928——Gross amount of foreign and colonial postage, as returned by Witness in the Return 201, *Ib.* 1287–1290——Efforts which have been made to give facilities to foreign correspondence, *Lord Lowther* 2880——Remarks on Mr. Rowland Hill's suggestion with regard to consuls reporting every change made by foreign powers, and also as to opening transit postage accounts with every foreign government, *Ib. p.* 334——Opinion that, in Return No. 201, the foreign and colonial postage was that which gave the largest amount to the net revenue, *Ib.* 2978–2980.

Copy of the Treasury Minutes of 5th April and 9th August 1842, directing the Post-office to prepare an estimate of foreign and colonial postage; together with a copy of such estimate, and a statement of the date of its receipt at the Treasury, *App.* 233——Estimated account in detail of the gross amount of postage upon foreign and colonial letters, including the gross produce of the internal posts in British North America and Jamaica, for the year ended 5th January 1842, *Ib.* 234——Estimate of foreign and colonial expenditure for the year ended 5th January 1842, *Ib.* 235——Account showing the estimated amount of gross and net postage on foreign and colonial letters and newspapers for one year, calculated on accounts kept in the months of November and December 1842; showing also the actual amount of postage received on internal colonial letters in one year, *Ib.* 243——Statement in detail of the foreign and colonial expenditure for salaries in the year ended 5th January 1843, *Ib.* 244.

*See* also *Dead and Returned Letters. Prepayment,* 3.

*Forgery.* Very little forgery has been detected in the Money-order Department, *Maberly* 1331——The obtaining money under a forged money-order involves two forgeries, *Ib.* 1332——Facilities for issuing forged money-orders, *Ib.* 1334.

*Forward Offices.* The most important inward forward office in the kingdom is the travelling office on the London and Birmingham and Grand Junction Railway, *Maberly* 1121——In consequence of railroads all centering in London the number of forward letters passing through has enormously increased, *Ib.* 1671.——*See* also *Day Mails.*

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*FRANCE:*

1. *Loss to the Revenue of the Post-office by the Treaty with France.*
2. *Advantages of the Treaty.*
3. *Papers laid before the Committee.*

1. *Loss to the Revenue of the Post-office by the Treaty with France:*

Unfavourable operation of the new postal treaty with France, *Hill* 318, *p.* 88——Saving to the public and loss to the revenue by the treaty; how the loss arises, *Ib.* 515-522——Needless sacrifice made by the English Government in the provisions of the treaty, *Ib.* 523-534——Further evidence as to the French Post-office treaty, *Ib.* 571-580——By one of the articles of the postal treaty the international postage is to be charged by bulk, and not by individual letters, *Maberly* 929-936——How the question of charging in bulk arose, *Ib.* 937-939——Loss of revenue sustained in consequence of the French treaty, *Bokenham* 2537, *et seq.*

2. *Advantages of the Treaty:*

Savings proposed by Witness to be effected in the postal treaty with France, *Hill* 504-537——Calculations by which Witness arrived at his conclusions relative to the amount of saving that would arise from a different arrangement in charging the French letters, *Ib.* 535——Principal advantages which Great Britain gained by the postal treaty with France, which make a compensation for the loss of revenue arising from the mode of charging in bulk, and not numerically, *Maberly* 933-935. 940——Remarks upon the subject of the postal treaty with France, *Ib.* 942——Opinion of the practical officers that the ultimate effect of the postal treaty with France, instead of being injurious to this country, will be in its favour, *Ib.* 942, 943.

3. *Papers laid before the Committee:*

Return showing the number and net weight in ounces of paid and unpaid letters from France, in the week ended 4th November 1842; with an estimate of the probable loss and gain, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present, *Maberly's Ev. p.* 152——Return showing the number and net weight, in ounces, of paid and unpaid letters to France, in the week ending 3d November 1842; with an estimate of the probable loss, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present, *Ib.*——Return showing the number and net weight, in ounces, of paid and unpaid letters, at the sixpenny rate, to France, in the week ending 27th October 1842; with an estimate of the probable loss, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present, *Ib. p.* 153——Similar Return at the fivepenny rate, *Ib.*——Return showing the number and net weight, in ounces, of paid and unpaid letters from France, in the week ended 28th October 1842; with an estimate of the probable loss and gain, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present, *Ib.*——Similar Return of letters to France, *Ib.*

Return showing the number and net weight, in ounces, of paid and unpaid letters to France, in the week ending 3d November 1842; with an estimate of the probable loss, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present, *Maberly's Ev. p.* 154——Return showing the number and net weight, in ounces, of paid and unpaid letters from France, in the week ended 4th November 1842; with an estimate of the probable loss and gain, if exchanged by weight, as proposed by the new convention, instead of each letter being charged for separately, as at present, *Ib.*——Return showing the number and net weight, in ounces, of unpaid and paid letters from France, in the week ended 20th July 1843; with an estimate of the loss and gain occasioned by the exchange by weight, *Bokenham* 2564——Return showing the number and net weight, in ounces, of paid and unpaid letters to France, in the week ended 29th July 1843; with an estimate of the loss occasioned by the exchange by weight, *Ib.* 2564, *p.* 329——Return showing the number of British unpaid letters and letters paid to frontier, forwarded to France, for delivery in that kingdom by the mails of various dates, from October 11 to November 4, 1842; together with the amount of postage for the same, and the number of French rates to which such letters would be subjected, and the average charge for each rate, supposing the decomposed scale to have been in operation, *Ib.* 2564.

Statement of the various rates paid by the Post-office of Great Britain to France for transit postage on letters despatched from Great Britain, *App.* 199——Statement of various rates paid by the Post-office of Great Britain to France for transit postage on letters to Great Britain despatched from various foreign countries, *Ib.*——Statement of various rates charged upon the Post-office of France for conveyance of letters addressed to or despatched from that country from or to British colonies or parts abroad, *Ib.* 200——Statement of various rates paid by the Post-office of Great Britain to France for transit postage on letters despatched from or destined for Great Britain, to or from Malta, Alexandria, and the East Indies, in the monthly closed mail, *Ib.*——Statement of various rates

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*France*—continued.

3. *Papers laid before the Committee*—continued.

rates charged upon the Post-office of France for conveyance of letters despatched from or destined for France, to or from Malta, Alexandria, and the East Indies, *App.* 200—— Table showing the number and weight of international letters exchanged between the Post-offices of France and England during the first 10 days of October 1842, the sums received by the respective offices upon these letters, and estimate of the loss which would result to the offices by the reduction of the rates, as proposed by the Lords of the Treasury in Lord Palmerston's letter of 30th March 1840, *Ib.* 208.

*See* also *Channel Islands.* *Richmond,* Duke of. *Rural Posts,* 4. *Treaties.*

*Franking.* By Witness's plan the privilege of franking has been abolished, *Hill* 14——The abolition of the privilege of franking was not originally proposed as part of Witness's plan, *Ib.* 233, 234. 472——At the same time Witness fully acquiesced in the measure, *Ib.* 233 ——Average annual number of Parliamentary franks, *Ib.* 476.

*See* also *Canada.* *Revenue,* 1.

*Free Deliveries.* The re-adjustment of the free-delivery boundaries, which at present exclude large portions of many towns, recommended, *Hill* 82, *p.* 34——Free deliveries existed from September 1839 to September 1841, and from September 1841 to August 1843, *Lord Lowther* 2880.——*See* also *Deliveries.* *Rural Posts.*

*French Stamp-office.* Women work in several instances in the same room, and at the same machine with the men, *Hill* 749.

G.

*Game.* Game is sometimes sent by post, *Bokenham* 2657, 2658.

*General-post Delivery.* Defects of the present arrangements; proposed remedy, *Hill's Ev. p.* 35——A few of the morning letters might be delivered by the Twopenny-post letter-carriers, if they could be sent to the office by seven o'clock, *Smith* 1894——No time would be gained by having the Twopenny-post letters arriving at the branch office ready for delivery with the General-post letters for the district, *Ib.* 1896——Impracticability of combining the morning deliveries of the Twopenny and General-post letters, *Ib.* 1897–1901——A considerable number of the General-post letters might form part of the Two-penny-post delivery at eight o'clock, *Bokenham* 2202——Inconvenience of such an arrangement to the public, *Ib.* 2203–2205——Practicability of the great bulk of the General-post letters being sent out if nine o'clock were the hour selected for the combined delivery of the General and Twopenny-post letters, *Ib.* 2206——Estimated loss to the receiver if the General-post letters that are delivered afterwards within the 12-mile district were delivered like letters in the country, where there is a Penny-post, that is, with an additional charge of a penny, *Smith* 2848, 2849.

*General-post Office.* Even in the event of having District-posts, as proposed by Witness, the General-post Office should be continued, it would be necessary to have a general office to control the others, *Hill* 230.——*See* also *Letter-carriers,* 2. 3.

*Gibraltar.* Detailed statement of the mode in which Witness proposes to effect the discontinuance of the direct line of packets to Gibraltar without inconvenience to the public, *Hill* 778–814.

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*Hours of Despatch* (London). Regret expressed that the hours for closing the letter-boxes should continue restricted long after the necessity has passed away, *Hill* 113——Witness brought under the consideration of the Treasury the necessity of keeping open the different offices till a later hour; the Post-office partly adopted this plan, *Ib.* 135——Hour to which the boxes now remain open at the receiving houses of the Branch Post-offices, *Maberly* 860.

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*Hull Post-office.* Disregard of economy evinced by the Post-office in the case of the Hull Post-office, *Hill* 318, *p.* 87——Letter from Postmaster-general, dated 10th January 1842, containing copy of a report from the surveyor of the northern district relative to the establishment of a post-office at Hull, *App.* 131——Time of each letter-carrier performing his work; also the number of letters in each delivery, and the time of arrival of the London mail, *Ib.* 135——General statement of the duties performed at the Post-office, Hull; showing also the periods of attendance of the clerks, *Ib.* 136——Trreasuy Minute, dated 14th January 1842, on the letter of the Postmaster-general of 10th January, and requesting information respecting the Hull office, *Ib.* 137——Letter from Lord Lowther to the Treasury, dated 28th February 1842, submitting a form containing the information required by the Treasury respecting the Hull office, *Ib.*——Copy of Treasury Minute of 29th March 1843, on the information received from the Postmaster-general with respect to the Hull office, *Ib.* 140——Letter from the Postmaster-general to the Treasury, dated 31st May 1842, on the proposed new establishment of the Post-office at Hull, and transmitting copies of two Reports from the surveyor of the district upon the subject, *Ib.*

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*Illegible Addresses.* Plan pursued at the General Post-office with regard to letters with illegible addresses; time allowed for setting right letters imperfectly or illegibly addressed, *Bokenham* 2227–2230——Great inconvenience and loss of time arising from illegible directions, *Ib.* 2503–2506.——*See* also *Addresses of Letters.*

*Illicit Conveyance of Letters.* The illicit conveyance of letters is in effect suppressed, at least as regards inland conveyance, except when, owing to imperfection in the Post-office arrangements, the law is broken to save time, *Hill* 24, *p.* 12——The result has verified Witness's anticipation, that the illicit transmission of letters would in effect cease on the reduction of the postage, *Ib.* 72, *p.* 21——Witness has always considered that the Penny-post would knock up the illicit conveyance of letters, *Maberly* 1104–1106.

*Improvements.* Detail of improvements already effected, *Hill* 14——Date at which the improvements have been carried into effect, *Ib.* 15——Rough statement of improvements in the Post-office arrangements since May 1843, *App.* 256.

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*Increase of Letters:*

1. *Generally.*
2. *In the London District Post.*

1. *Generally:*

Statement in Witness's pamphlet, that the increased facilities, together with the greatly reduced charges, would have the effect of increasing the number of chargeable letters at least five and a quarter fold, *Hill* 4, *p.* 2——The increase necessary to secure the revenue from diminution, is to six fold the present amount, *Ib. p.* 4——Witness's information warrants him in regarding this increase as not improbable, *Ib.*——Amidst a depression of trade greatly interfering with any reasonable calculation, the number of letters considerably more than doubled in the course of the first year after the alteration, and is now nearly three-fold, *Ib.* 72, *p.* 21——There is now no doubt that, as far as the revenue is concerned, a four-fold increase of letters will suffice, *Ib. p.* 22——Evidence in explanation of a statement made by Colonel Maberly, in answer to question 1667, that Witness framed a return respecting the number of letters which have passed through the Post-office, inwards and outwards, similar to No. 1 in the Return to the Lords, with a view to purposes of his own, *Ib.* 3152–3168——Examination upon, and explanation of, the statement

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*India Mail.* Defects of the present arrangements with regard to the conveyance of the India mail; proposed remedy, *Hill's Ev. p.* 40——Remarks on this suggestion, *Lord Lowther's Ev. p.* 334——The overland India mail has greatly augmented the correspondence with our Indian possessions, *Ib.* 82, *p.* 24——Recommendation made by Witness to the Committee, that the Indian mail should be sent *viâ* Trieste, *Ib.* 258-262——Additions to former evidence upon the subject of the Indian correspondence, *Ib.* 3214-3222.

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*Inland Letters.* Facts and calculations with a view to ascertain the average postage per letter, upon inland letters; erroneous estimate in Parliamentary Return No. 201 of 1843, *Hill* 85——The statement made by Mr. Hill, under the head of "Inland Letters and Revenue," is not correct, *Maberly* 1270-1278——The calculation of the inland postage, in Parliamentary Return No. 201 of 1843, has included the amount of postage received upon foreign and colonial letters in England, *Maberly* 1403, 1404——The deduction from the revenue in the case of a letter coming from France as a dead and returned letter, would not be taken from the foreign and colonial postage, but from the inland postage, *Ib.* 1405-1415——Its inaccuracies pointed out, *Ib.*——The number of inland letters, estimated in Return No. 201 of 1843, may be rather overcharged, *Lord Lowther* 2981, 2982.

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*Internal Distribution of Letters.* Improvements and alterations which have been effected with regard to the internal distribution of letters, *Lord Lowther* 2880.

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*Laing,* Mr. Statement by Mr. Laing, the traveller, that the penny postage has been the means of extending education, *Hill* 25, *p.* 14.

*Lancashire.* There are two day-mails from Lancashire to London, the morning and the evening, *Bokenham* 2580, 2581.——*See* also *Manufacturing Towns.*

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1. *Posting:*

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1. *Generally:*

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*Late-letter Fees*—continued.

2. *Papers laid before the Committee:*

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*Lawrence,* Mr. Statement by Mr. Lawrence, in his evidence before the Committee in 1838, that in his opinion there were quite as many letters written then as there would be even if postage were reduced, *Hill* 72, *p.* 21.

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2. *Union of the two Corps of Letter-carriers for the General and London District Posts recommended.*
3. *Objections to such Union.*
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*Lichfield,* Lord. Extract from Witness's first letter to Lord Lichfield, dated January 9th 1838, on the subject of Post-office reform, *Hill*, 4, *p.* 3——Extract from Witness's second letter, dated 18th January 1838, *Ib.* 4, *p.* 4——Extract from Witness's third letter to Lord Lichfield, dated January 19th, 1838, referring to measures then contemplated by Government, *Ib.*——Statement by Lord Lichfield of the hopelessness of obtaining a revenue from a penny rate, *Ib.* 72, *p.* 21.

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1. *Improvements effected therein.*
2. *Improvements in the Collection and Delivery of Letters proposed.*
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1. *Improvements effected therein:*

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3. *Papers laid before the Committee:*

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*Louis,* Mr. Mr. Louis, in 1838, estimated that the adoption of the penny rate would cause a loss of from 7*d.* to 8*d.* per letter, *Hill* 72, *p.* 21.

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*Lowther,* Lord. Observations of Lord Lowther relative to the Post-office (Hansard, Vol. 29, *p.* 386), *Hill* 318, *p.* 84——Recommendation of Lord Lowther, that all letters should be registered under a compulsory system of registration, *Maberly* 1207–1214. 1218.

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[Fifth Examination.]—Reduction in the number of guards, 1602–1608——Acceleration of the Birmingham day mail, 1612, 1613——Arrear of money-order accounts, 1614, 1615——Inconvenience of the bulk of newspapers, 1618, 1619——Patronage in the appointment of guards, 1620–1624——Preparation of the Return, No. 201; 1625–1628. 1632. 1648. 1651——Effects of the penny postage exhibited in Ireland, 1632–1651——By far the greater proportion of the postage revenue is derived from the foreign and colonial postage, 1651. 1659, 1660——Increase of forward letters passing through London, 1671——Number of parcels, and postage thereon, passing through the London Post-office in one week, 1688–1692——Convenience of sending patterns by post, 1693——Inconvenience caused by the increase of packages, 1695——Different proposals to carry the mails from Southampton to the Channel Islands compared, 1696–1715——Case of the Birmingham and Gloucester special train, 1716——A revision of Post-office salaries would lead to an increase; system in regard to increase, 1717–1722. 1776–1783——Hours of attendance, 1724–1726. 1733–1737. 1766–1775. 1784–1788——Extra work, 1729. 1738–1741. 1747–1765. 1789, 1790——Qualifications required for appointments in the Post-office, 1743–1746——System of accelerators explained, 1772. 1779——Objections to a plan by which the postmen should collect letters from the receiving houses, and deliver them on their way to the Post-office, 1791–1795——"Early deliveries," 1796–1799——Every facility has been given by the Post-office to the working of Mr. Hill's plan, 1800–1808——Comparison of Mr. Hill's anticipations with actual results, 1809–1841.

*Maberly,* Colonel. Opinion of Colonel Maberly, expressed before the Committee in 1838, that evasion was inevitable, *Hill* 72, *p.* 20——Opinion expressed by Colonel Maberly in 1838, that if postage were reduced to one penny the revenue would not recover itself for 40 or 50 years, *Ib.* 72. *p.* 21——His opinion that increased accommodation produces an increased quantity of letters, *Ib.* 82, *p.* 42——Parliamentary Returns referred to in the evidence of Lieut.-colonel Maberly, *App.* 232.

*Madras.* Number of vessels that sailed from Madras for Australia, Ceylon, and China, in the year 1840–41, *Maberly's Ev. p.* 185.——*See* also *Australia.*

*Mail-Bags.* Number of bags made up in London by the night mails for the United Kingdom of Great Britain and Ireland, *Bokenham* 2584.

*Mail-Carts.* The reduced traffic on many roads would make the adoption of mail-carts or light carriages advisable, *Hill* 82, *p.* 34——The conveyance by mail-carts would be lower in Ireland than it is in England, *Maberly* 1650.

*Mail-Coaches.* The reduced traffic on many roads requires the substitution of light one or two-horse carriages for the present four-horse mail-coaches, *Hill* 82, *p.* 34——Palmer's adoption of mail-coaches increased the number of letters threefold in 20 years, *Ib. p.* 42——The mails have paid a higher rate in Ireland than they have in England, *Maberly* 1650. 1658——The contracts for mail-coaches and mileage in Ireland are higher than in England; there is less competition, *Ib.* 1650. 1658——Establishment of new mail-coaches by the Duke of Richmond, *Lord Lowther* 2876.

*Mail-Guards.* Assertion in support of the statement that economy in the arrangements of the Post-office has been disregarded since the institution of penny postage, from the fact that the cost of mail-guards has increased between 1836 and 1841 from 10,513 *l.* to 28,672 *l.* though the number has only increased from 353 to 356, *Hill* 24, *p.* 10——The increase of expense in salaries to the mail-guards was consequent upon the substitution of salaries for fees from passengers, *Hill* 26——Reduction in the present unnecessarily expensive establishment of mail-guards recommended, *Ib.* 82, *p.* 34——Saving contemplated by Witness with regard to the establishment of mail-guards, *Ib.* 543–554——How this saving was to be effected, *Ib.* 599–601.

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*Mail-Guards*—continued.

Whether any saving might be made in the establishment of mail-guards, partly by reducing the number of guards employed, and partly by reducing the amount of their salaries; instances adduced to show whether this is practicable or otherwise, *Maberly* 1580–1601——Exercise of patronage in the appointment of guards by the late and present Postmasters general, *Ib.* 1620–1624——Remarks on Mr. Rowland Hill's suggestion for a reduction of the number of mail-guards, *Lord Lowther's Ev. p.* 335.

Statement showing the names of mail-guards appointed during the years ended 5th January 1841, 1842, and 1843; with the dates of their respective appointments, and the establishment upon which they were placed, *App.* 261——Statement of the number of mail-guards appointed in the years ended 5th January 1837, 1838, 1839, 1840, 1841, 1842, 1843, *Ib.*——*See* also *Dover Day Mail. Guards.*

*Mails.* See *Subsidiary Mails.*

*Malacca,* Straits of. Statement of the number of vessels that sailed for the Straits of Malacca from Calcutta and Madras, in the year 1840–41, and from Bombay in the year 1841–42, *App.* 219.

*Management of the Post-office.* Statement by witness in his third letter to Lord Lichfield, "that to warrant so large a reduction of postage as he contemplates, there must be strict economy in the management of the Post-office," *Hill* 4, *p.* 4——Imperfect manner in which witness's plan has been carried into effect, *Ib.* 24, *p.* 9.

*Manchester.* Such a town as Manchester should have three or four deliveries from its suburbs every day, *Hill* 34.

*Manchester and Liverpool Railway.* The facilities of transmission afforded by this railway have increased the number of letters between the two termini 50 per cent. in six years, *Hill* 82, *p.* 42.

*Manufacturing Towns.* The completion of the system of London day mails and more frequent despatches between large towns by means of the ordinary mid-day railway trains recommended, *Hill* 82, *p.* 34——There are two day mails from Lancashire to London, the morning and the evening, *Bokenham* 2580, 2581——The Post-office has not considered the expediency of establishing a more direct communication between some of the principal manufacturing towns in Yorkshire and Lancashire, *Lord Lowther* 3132——Attention paid by the Post-office to the expediency of having more than one mail between such important towns as Manchester and Leeds, or Manchester and Hull, *Ib.* 3132–3135. 3151.——*See* also *District Posts.*

*Maps, Prints, &c.* Improvements in the conveyance of prints, maps, &c. recommended, *Hill* 82, *p.* 34. *Ib. p.* 40——Remarks on Mr. Rowland Hill's suggestion for a separate mode of conveying maps, prints, and articles liable to injury, *Lord Lowther's Ev. p.* 335.

*Martineau,* Miss *Harriet.* Reference to a letter from Miss Harriet Martineau, containing an excellent description of the social benefits of the penny postage, *Hill* 25, *p.* 14.

*Mauritius.* Statement of the number of vessels that sailed for the Mauritius and Bombay from Calcutta and Madras in the year 1840–41, and from Bombay in the year 1841–42, *App.* 219.

*Melbourne,* Lord. Extract from a speech of Lord Melbourne, in reply to Lord Radnor, on the 25th January 1839, stating the intention of the Government to carry witness's plan into execution with all practicable speed, *Hill* 4, *p.* 7.

*Messengers.* The number of messengers would be greatly reduced by having district posts, *Hill* 229.

*Metropolis,* The. See *Deliveries,* 4.

*Mexico.* A postal treaty has been concluded with Mexico, *Lord Lowther* 2909, 2910.

*Mileage.* Over-payments made by the Post-office in the charges for mileage, *Hill* 274, *p.* 75——Answer to Mr. Hill's charge as to some of the railway companies having charged an excess of mileage, *Maberly* 1547–1549.

*See* also *Birmingham and Gloucester Railway. Leeds and Selby Railway. York and North Midland Railway.*

*Milford Haven.* The Post-office has recommended the discontinuance of the packet station at Milford Haven, on the ground that it was not a desirable establishment, considered merely in the light of a packet-station for the conveyance of letters to produce a revenue, *Maberly* 1439–1441.

*Miscellaneous Receipts of the Post-office.* Witness does not quarrel with the figures under the head "Miscellaneous Receipts," in Return No. 201, of 1843, *Maberly* 1530.

*Missing Letters.* Summary of the number of applications for missing letters containing property, which have been made at the General Post-office London, from 5th January 1837 to 5th January 1843, *Maberly's Ev. p.* 189——Considerable increase in the number of

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of applications for letters stated to be missing in the last three years, *Ramsey* 2769, 2770——Letters containing coin and bills appear to be the largest proportion of letters lost, *Ib.* 2771, 2772——Course pursued when application is made for a letter stated to be missing, *Ib.* 2773——The applications for missing letters have increased sixfold since the introduction of the penny-post system; this is in a proportion of two to one to the increase of letters, *Ib.* 2774——Measures taken by the Post-office to lead to the detection of the abstraction of letters, *Ib.* 2778–2784——Summary of the number of applications for missing letters containing property, which were made at the General Post-office, London, from 5th May 1842 to 5th December 1842 (seven months), *Ib. p.* 322——Summary for the month ending 5th January 1843, *Ib.* 2839, *p.* 345.

*See* also *Losses of Letters. Parcels. Registration*, 1. 5.

*Mis-sorted Letters.* Number of letters mis-sorted in the London General-post delivery on one particular occasion, *Bokenham* 2223–2225——Number of letters mis-sorted in the Twopenny Post-office on the 13th July, *Ib.* 2225.

*Money Letters.* Money letters are even more secure under the new than the old system; cause of the present apparent insecurity, *Hill* 75, *p.* 25——A considerable number of sovereigns are found loose in the bags, which have escaped from the letters, *Bokenham* 2469.

*See* also *Losses of Letters. Missing Letters. Registration of Letters. Security of Correspondence.*

*Money-order Office.* Report from the Postmaster-general, dated 29th March 1842, on the Money-order Office, *App.* 42——Statement of money-order accounts remaining unadjusted on the 19th March 1842, *Ib.* 49——Copy of Treasury Minute, of 17th May 1842, respecting the Money-order Office, *Ib.* 50——Memorial presented to the Treasury by Lord Lowther, from the window clerks of the Money-order Office, stating the losses to which they are subjected, and praying for remuneration, *Ib.* 51——Statement of losses sustained by the window clerks, from the 6th January 1841 to 5th April 1842, *Ib.* 53——Draft of proposed Treasury Minute, prepared by Mr. Rowland Hill, on the Postmaster-general's report, dated 29th March 1842, *Ib.* 57——Minute as corrected and approved of by the Board of Treasury, *Ib.*——*See* also *Money-orders.*

*Money-orders:*

1. *Generally; extended use of Money-orders.*
2. *Fees on Money-orders.*
3. *Expenses of Money-orders.*
4. *Propriety of a further extension of the Money-order System considered.*
5. *Simplification of the System.*
6. *Papers laid before the Committee.*

1. *Generally; extended use of Money-orders:*

Extension of the use of money-orders, *Hill* 14——The system of money-orders was adopted in November 1840, *Ib.* 17——Issuing of money-orders has been one of the causes of the increase of expenditure between 1839 and 1842; *Ib.* 24, *p.* 10——The amount of money transmitted through the Office has increased 20-fold since the beginning of 1839, *Ib.* 24, *p.* 12——The business of the Money-order Office increases enormously every quarter, *Maberly* 1215——Great increase in the applications for money-orders at the Post-office since the reduction of the fee or commission charged upon them, *Ib.* 1291——Number of applications for them at the time of the establishment of the Penny-post, *Ib.* 1292——The increase in the applications for money-orders has pressed very much upon the postmasters, *Ib.* 1293–1302——Table showing the daily average number of money-orders paid and granted at each of the branch offices, *Bokenham's Ev. p.* 291——Difficulties with regard to the working of the money-order system, supposing prepayment to be made compulsory, *Ib.* 2369–2378.

2. *Fees on Money-orders:*

The present fees, which were virtually fixed by the Post-office, are so moderate as to open the plan to general use, *Hill* 14——Witness is not prepared to recommend the reduction of the fee upon small sums under 1*l.*, *Maberly* 1326.

3. *Expenses of Money-orders:*

The expenses of the money-order system amount to nearly as much as the fees, *Hill* 24, *p.* 12——Present cost of the money-order system, *Ib.* 497——Amount of revenue accruing from money-orders; net profit, *Maberly* 1203–1205——The figures under the head "Money-orders," in Return No. 201, of 1843, are correct, *Ib.* 1529——Arrears in the money-order accounts; extent of the arrear, *Ib.* 1614, 1615.

4. *Propriety of a further Extension of the Money-order System considered:*

The extension of the money-order system to every post-office in the United Kingdom recommended, *Hill* 75, *p.* 26——The extension of the money-order system to every place in the United Kingdom where there is a post-office, also, if practicable, to the colonies, recommended, *Ib.* 82, *p.* 34——Witness proposes that Post-office orders should

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4. *Propriety of a further Extension, &c.*—continued.

should be paid at every post-office in the country; difficulty at present existing with regard to entrusting postmasters in country towns and villages with sufficient to pay Post-office orders, *Hill* 502, 503——All post-towns have always granted and paid money-orders; the reason for this was, that they had an account with the General Post-office, either in England, Ireland, or Scotland, *Maberly* 1200——Reasons for objecting to the extension of the money-order system, *Ib.* 1250–1——Rule prescribed by the Post-office with regard to what places should be made money-order offices, *Ib.* 1336, 1337——Their extension recommended, *Ib.* 1338, 1339——Danger of extending the system to small offices, from an irregularity of accounts, *Ib.* 1359, 1360——The Money-order Office ought to be thrown open to the greatest extent, for the purpose of avoiding the necessity for a cheap system of registration, *Bokenham* 2339.

5. *Simplification of the System:*

The simplification of the money-order system recommended, *Hill* 82, *p.* 34——Saving proposed to be effected thereby, *Ib.* 488–503——Examination relative to improvements recommended by witness in the money-order system, and submitted to the Chancellor of the Exchequer in the form of a Minute, dated 23d April 1842, *Ib.* 489–503——How far, in consequence of the great increase in the Money-order Office, the mode of keeping the accounts could be simplified, *Maberly* 1303——Form of accounts adopted in the Money-order Office; simplifications proposed, *Ib.*——There is no restriction in point of time within which the holder of a money-order must present it for payment; advantage of some limit being fixed; the present system generally explained; new and simplified plan now under consideration, *Ib.* 1304–1323. 1351–1359——Explanation with regard to forms now in use, *Ib.* 1324, 1325——Want of a complete ultimate check upon the postmaster; cases adduced of loss to the Post-office from postmasters getting into arrear, *Ib.* 1361–1364——Number of entries the money-orders have in passing through the offices; impossibility of attaining greater simplification, *Ib.* 1371–1374——Introduction of a system of daily accounts to supersede the quarterly accounts; objection to all accounts whatever with rural posts, *Ib.* 1374–1377——Remarks on Mr. Rowland Hill's suggestion for a simplification of the money-order system, *Lord Lowther's Ev. p.* 335.

6. *Papers laid before the Committee:*

Return of the number of money-orders issued, and of money-orders paid, in England and Wales, for the quarter ended 5th October 1841, *App.* 16——Return of the number and amount of money-orders issued and paid in England and Wales during each quarter, from 5th April 1839 to 5th January 1842, inclusive, *Ib.* 47——Return of the number and amount of money-orders issued and paid in London during each quarter, from 5th April 1839 to 5th January 1842, inclusive, *Ib.*——Return showing the various returns made to the Treasury by the Postmaster-general for additions to the money-order establishment, with the date of authority for the same, since its commencement on the 20th September 1838; number of offices added in consequence of each application, *Ib.* 48——Statement showing the amount received by the postmasters at several towns in England and Wales for money-orders issued by them, contrasted with the amount of revenue arising from postage and sale of postage-stamps remaining to be remitted, after deducting official disbursements for salaries, &c. *Ib.*——Statement showing the amount at which the commission upon money-orders issued within the United Kingdom may be calculated for the year 1842, founded upon the estimated produce of the quarter ended 5th January 1842; also the total estimated present expenditure fairly chargeable upon the money-order system, with the estimated net profit remaining to the public revenue, *Ib.* 50——Return of the number and amount of money-orders issued and paid in England and Wales for each quarter, from 5th April 1839 to 5th January 1843, this quarter being partly estimated, *Ib.* 230, 231——Return of the number and amount of money-orders issued and paid in London for each quarter, from 5th April 1839 to 5th January 1843, *Ib.*——*See* also *Accounts. Balances. Bankers. Forgery. Personation.*

*Money Prepayment.* The abolition of money prepayment recommended, *Hill* 82, *p.* 34——Vast relief that would be afforded if money prepayment were abolished, and prepayment by stamps made compulsory, *Ib.* 318, *p.* 82, 83——Great accommodation of doing away with money prepayment, *Smith* 2107–2110; *Bokenham* 2511–2513——Remarks on Mr. Rowland Hill's suggestion for the abolition of money prepayments, *Lord Lowther's Ev. p.* 336.——*See* also *Prepayment. Simplification of Accounts.*

*Morning Deliveries.* Arrangements proposed by witness with respect to the morning deliveries, *Hill* 158–160.

*Mosse, Rev. S. T.* Statement by the Rev. S. T. Mosse, curate of Ashbourne, that through the penny postage he raised 260 *l.* by circulars asking for 1 *s.*; which, in addition to a donation from himself, enabled him to purchase a dissenting chapel and apply it to the use of the Establishment, *Hill* 25, *p.* 14.

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N.

*Newcastle Day Mail.* Evidence relative to the steps taken for the establishment of a day mail between Newcastle and London, *Hill* 272–274. 331–336. 365–395. 560–562; *Maberly* 901–903——Present regulations by which Newcastle-upon-Tyne enjoys the advantage of a day mail, *Maberly* 904——Whether the hours at which the letters are dispatched are convenient for the commercial interests at Newcastle, *Ib.* 905–909——Explanation of the proceedings of the Post-office in regard to Mr. Hill's investigation and inquiries concerning the establishment of a day mail to Newcastle, *Lord Lowther* 3018–3034——The first plan for the Newcastle day mail originated with the Post-office, *Ib.* 3028-3034.

Letter from Mr. Hill to Mr. Goulburn, dated 20th June 1842, on the subject of a day mail to Newcastle, *Hill* 82, *p.* 33——Correspondence and statements relative to the establishment of a day mail to Leeds, Newcastle-upon-Tyne, &c. *App.* 122——Copy of Treasury Minute, dated 1st October 1841, concurring with the Postmaster-general in the importance of establishing a day mail between London and Newcastle, *Ib.* 123——Letter from the Postmaster-general to the Lords of the Treasury, dated 7th February 1842, with reference to the question of establishing a day mail to Newcastle, *Ib.* 126——Letter from Mr. George Stow to Colonel Maberly, dated 13th October 1841, returning various papers on the subject, together with the letter from the Treasury addressed to the Postmaster-general, *Ib.*——Draft of time-bill by railway from London to Rugby and York, and from thence to Newcastle, *Ib.* 127—And by cart from Newcastle to York, and from thence by railway to Rugby and London, *Ib.*——Letter from Mr. Stow to Colonel Maberly, dated 30th November 1841, containing information collected from the different railway directors as to the expense of establishing the proposed day mail, *Ib.*——Correspondence between the Post-office and the London and Birmingham, North Midland, York and North Midland, and Midland Counties Railway Companies, relative to the terms on which the service of the proposed Newcastle day mail would be performed on their respective lines, *Ib.* 128–131——Statement of expenses of the establishment of the proposed mail, *Ib.* 129——Letter from Mr. G. Stow to Colonel Maberly, dated 18th January 1842, stating the unsatisfactory result of the correspondence with the railway companies on the subject of a day-mail, *Ib.*

*See* also *Day-mails*, 2. *Goulburn*, Mr.

*New Packet Company* (Jersey). Amount of their tender for the conveyance of mails between Southampton and the Channel Islands, *Maberly's Ev. p.* 237—— Observations with regard to the statement in Mr. Hill's evidence, that a saving of 6,000 *l.* a year might be made by accepting the offer of this company, *Ib.* 1699, 1700.

*Newspapers.* A fair charge by the Post-office for the conveyance and delivery of newspapers would exceed the fair charge against the Post-office for its use of the mail-packets, *Hill* 85——The cost of conveying newspapers in 1837 was estimated by the Committee of 1838 at 293,000 *l.*; since that time the number that passed through the Post-office has increased about one-fourth, *Ib.* 114, *p.* 56——The expense of conveying newspapers would more than counterbalance the amount derived from them, *Maberly* 1451–1460——They are only paid for by weight now on the Birmingham line, *Ib.* 1452——The weight of newspapers far exceeds that of all the letters put together, *Ib.* 1459——The bulk of newspapers is inconvenient; they do not go through so many operations in sorting as letters, *Ib.* 1618, 1619.

Account of the number of newspapers passing through the Twopenny Post-office daily for three days, beginning 27th July 1843, *Smith* 1874–1877——The greatest number of newspapers are posted on Saturdays and Mondays, *Ib.* 1882–1884——There has been no great increase in the number of newspapers, *Bokenham* 2610–2612——The size of the newspapers has considerably increased, *Ib.* 2653——In certain returns rated newspapers are included among the foreign and colonial newspapers, *Ib.* 2646–2649——The letter-carriers always sort the newspapers; some sorters are also employed, *Ib.* 2650, 2651——Increas in the newspaper-sorting establishment since the penny postage was introduced, *Ib.* 2652——Time at which the system of the monopoly of forwarding newspapers abroad was abolished, *Lord Lowther* 2879.

*Night-mails.* See *Birmingham and Gloucester Railway.*

*Normanton and York Railway.* Normanton and York Railway day mail time-bill, *App.* 66.

*See* also *York and North Midland Railway.*

*North American Steam-packets.* The establishment of the North American steam-packets increased the number of letters sent, *Hill* 82, *p.* 42.

*North Midland Railway.* Daily expense of two mail trains on this line, *App.* 108——Daily cost of locomotive power for mail-trains, *Ib.* 109——Daily cost of mail-engines, *Ib.*——Notice served by the Postmaster-general upon the North Midland Railway Company, respecting the conveyance of the mails between Derby and Leeds, *Ib.* 111——Derby and Leeds and Leeds and Derby Railway night mail time-bills, *Ib.* 112.

*See* also *York and North Midland Railway.*

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*North Row Branch Office.* Letters at the North Row Branch office, in the week ending 14th July 1843, *Smith's Ev. p.* 326.——*See* also *Deliveries*, 4.

*Norwich.* A day mail has not been as yet established to Norwich, from the impracticability of reaching Norwich in time to make the accommodation available, *Maberly* 887.

*Notices.* The placarding at each office of regulations in which the public have an interest, recommended, *Hill* 82, *p.* 34.

*Nottingham.* There is no day-mail to Nottingham, *Bokenham* 2575.

*Number of Letters.* Increase in the number of chargeable letters since the adoption of Witness's plan, *Hill* 24, *p.* 9——The number of letters might be increased with advantage to the revenue, *Ib.* 60–63——Opinion of Colonel Maberly, relative to the increase in the number of letters and the fiscal effects of the change of the system, *Ib.* 72, *p.* 21——Reasons for considering the number of letters stated in Mr. Hill's account at page 46, as incorrect, *Maberly* 1462–1498. 1511–1513——Amount at which the gross revenue in Return No. 201, of 1843, ought to be amended, *Ib.* 1499–1510——Estimated account of the number of letters for a year, calculated upon the weeks ended 24th, 22d, 21st and 20th of November 1839, 1840, 1841 and 1842, *Ib. p.* 232——General evidence as to the incorrect manner in which the weekly and monthly returns of the number of letters are made out, *Bokenham* 2613–2638——Comparative statement of the number of letters (including franks, during the existence of the franking privilege), delivered in the United Kingdom, in one week of each calender month, beginning with November 1839, and ending February 1843, *App.* 228. 238.

*See* also *Branch Offices. Day Mails.*

## O.

*Obliteration of Stamps.* The stamps are obliterated at the Post-office where they are posted, and not at the receiving house, *Maberly* 1794.

*Oil.* Oil is sometimes sent by the post, *Bokenham* 2657——It is frequently so done up that it cannot be detected, *Ib.* 2663.

## P.

*Packet Service.* Economy in the packet service by the discontinuance of useless lines, and by the substitution of contract Government packets, recommended, *Hill* 82, *p.* 34——Difference of expense of the packets in 1839 and 1843, *Ib.* 487——The expense of the packets is borne by the Admiralty, with the exception of those where the expense is under 500*l.* a year, *Maberly* 1637——Remarks on Mr. Rowland Hill's suggestion with regard to the packet service, *Lord Lowther's Ev. p.* 335——The packet service was always charged to the Post-office up to the year 1822, and partially up to 1837, *Ib.* 2992–3004. 3008——Copy of Treasury Minute of 10th January 1837, as to arrangements for the packet service of the Post-office, *App.* 225.

Unfairness of charging the expenses of the packet service as part of the Post-office expenditure, in Returns of Post-office revenue and expenditure, *Hill* 85——As regards any comparison between the present revenue and the old revenue, the packet establishment ought to be left out, *Maberly* 1423–1427——The deficiency under this head, as exhibited in Return 201 of 1843, ought not to be visited upon the Penny-post system, *Ib.* 1428——The packet establishment involves an imperial question, and therefore the charge ought not to be against the Post-office, *Ib.* 1428–1431——If the packet service were taken merely with reference to the Post-office, the amount of expense under the system might be very materially diminished, *Ib.* 1442–1450——With the exception of the West India packets, and of Cunard's and the East India packets, the expenses of the packets are fairly chargeable to the Post-office, *Lord Lowther* 3050, 3051.

*See* also *Goulburn*, Mr. *Milford Haven. Newspapers. North American Packets. West India Mail.*

*Paisley.* Proposed additional establishment in the Post-office at Paisley, *App.* 167——Letter from Lord Lichfield to the Lords of the Treasury, dated 6th July 1841, submitting copies of reports from the secretary of the Post-office in Scotland, and the surveyor of the southern district of that country, stating the necessity of an additional clerk at the Post-office at Paisley, *Ib.*——State of the Paisley Post-office, 30th May 1841, *Ib.* 168——Copy of Treasury Minute, of 23d July 1841, requesting an explanation of the discrepancies between the surveyor's report of the 12th February and the Return accompanying it, as to the number of letters delivered at Paisley, *Ib.* 170——Letter from Lord Lichfield to the Treasury, dated 10th September 1841, transmitting a statement of the number of letters delivered at Paisley in one week, in each of the four months immediately preceding the 30th May 1841, accompanied by a report from the surveyor of the district

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upon the subject, *App.* 170——Copy of Treasury Minute, of 12th November 1841, containing further instructions to the Postmaster-general as to the inaccuracies in the Return relative to the Paisley Post-office, *Ib.*

*Palmer*, Mr. Mr. Palmer's improvements, which merely tended to increase facilities, tripled in the course of 20 years the correspondence of the country, *Hill* 4, *p.* 2—— Total revolution in Post-office arrangements effected by Mr. Palmer, *Ib.* 318, *p.* 84—— Extracts from Mr. Hill's pamphlet on Post-office Reform, showing the obstructions which Mr. Palmer's plan received from the Post-office, *Ib. p.* 84–86.

*Parcel Posts.* The establishment of a parcel post, similar to the Banghy post in the East Indies, recommended, *Hill* 82, *p.* 34——Proposal for the establishment of a parcel post, *Ib. p.* 41.——*See* also *Parcels.*

*Parcels.* Considerable increase in the number of packages passing through the Post-office, which packages used formerly to go as coach parcels, *Hill* 555–559——Return showing the number of packets and parcels, and the postage paid thereon, passing through the London office for one week ending 27th October 1842, *Maberly* 1688, 1689——These parcels would never have passed through the Post-office under the old system, *Ib.* 1690–1692——Small average rate of postage charged on packets, *Ib.* 1694——Great inconvenience created to the Post-office by the increase of those packages, *Ib.* 1695.

A great many packages come through the Post-office which did not previously to the Penny-post system; inconvenience arising from this, *Bokenham* 2654——Small letters are very subject to secrete themselves in these packages; this is what is termed "pigging," *Ib.* 2654, 2655——Great inconvenience arising from the kind of articles that are placed in these packages; some of the mail-bags come up in such a filthy state that they are scarcely fit to be touched; fish, game, and oil, and every kind of articles are sent in them; the stench is sometimes so bad in the office that it is difficult to breathe in it, *Ib.* 2654–2661——The Post-office has power to refuse anything it thinks likely to injure the letters, *Ib.* 2662.

*Parker Society.* Statement by Mr. Stokes that this society could not have come into existence but for the penny postage, *Hill* 25, *p.* 14.

*Parliamentary Papers.* One improvement effected by Witness's plan is, that a low charge has been imposed on the transmission of Parliamentary Papers, *Hill* 14.

*Parliamentary Return*, No. 201, of 1843. Fallacy of the Return 201, of 1843, in exhibiting a loss of 10,000 *l.* a year, instead of a net revenue of 600,000 *l.*, by charging the whole cost of the packet service against the Post-office, and other outgoings and deductions against the inland postage revenue, *Hill* 85——Data upon which the Parliamentary Return 201, of 1843, was made up, *Maberly* 910 *et seq.*——Evidence generally on the subject of the preparation of the Return No. 201 of 1843, *Ib.* 1416–1420. 1462–1513. 1523–1528. 1625–1628. 1632. 1648. 1651; *Lord Lowther* 2974–2977. 2986. 3011–3015——Remarks with reference to the Return, *Hill* 3223–3243——Further evidence respecting the number of letters in Return No. 201, *Maberly* 1259–1269. 1384–1392. 1395——Evidence respecting the item in the Return, "Gross amount of Revenue, including receipts from the Money-order Office, and payments for official postage," *Ib.* 1384——Doubts as to the accuracy of the sum under head of unpaid and underpaid letters, *Ib.* 1534–1540——Total number of letters, as computed from the Return, *Lord Lowther* 2985——Witness's view of the Return is, that it is taking the Post-office revenue as a whole, *Ib.* 2986–2991——Object with which this Return was made out, *Ib.* ——With the exception of part of the West India expense, it is perfectly fair to compare the net revenue of the Post-office, as given in Return No. 201 of 1843, with the net revenue of the Post-office at any time previous to the penny postage, *Ib.* 3005–3007. 3035–3049.

*See* also *Expenditure.* *Foreign and Colonial Letters.* *Increase of Letters*, 1. *Indian Mail.* *Inland Letters.* *Number of Letters.* *Packet Service.* *Penny Postage.* *Post-office*, II. 2.

*Patterns and Light Goods.* Important benefits to commerce arising from the facility of communication and easy transmission of patterns and light goods, *Hill* 24, *p.* 13—— Great convenience to the public in the manufacturing districts of being able to send patterns by post, *Maberly* 1693.——*See* also *Samples.*

*Peacock*, Mr. Statement made by Mr. Peacock, a shopkeeper in Manchester, and founder of several institutions in Manchester for the education of the working classes, that immediately on the establishment of the penny postage, writing classes became crowded, *Hill* 25, *p.* 14.

*Peel,*

Report, 1843—*continued.*

*Peel,* Sir *Robert.* Opinion expressed by Sir Robert Peel in his letter laid upon the table of the House of Commons, pursuant to Mr. Hutt's motion, in writing to Mr. Rowland Hill, that great improvements in his arrangements might be effected, *Lord Lowther* 2954.

*Penny Postage:*

I. *Existence of Penny-posts throughout England and Wales prior to the general reduction; their successful operation.*

II. *Mr. Rowland Hill's Plan:*

1. Results of Mr. Hill's Penny-postage system, so far as yet introduced.
2. Circumstances which have tended to its want of success; assistance afforded by the Post-office in forwarding Mr. Hill's views.
3. Probability of its eventual success.

I. *Existence of Penny-posts throughout England and Wales prior to the general reduction; their successful operation:*

The Penny-posts which existed before the general reduction were highly profitable; character of those Penny-posts, *Hill* 327–330——By Returns laid before the Postage Committee in 1838, showing the expense in detail of the Penny-posts at a great variety of towns throughout England and Wales, it appears that the average expense of rural posts is about 20*l.* each, *Maberly* 1070——Number of Penny-posts throughout England and Wales, *Ib.* 1071–1073——In some large towns there are posts conducted upon the same principle as the London Penny-post; practicability of introducing the system on a large scale into populous places, *Smith* 2119–2125.

II. *Mr. Rowland Hill's Plan:*

1. Results of Mr. Hill's Penny-postage system, so far as yet introduced:

The penny rate was adopted on account of its appearing, from detailed calculations, that such a reduction was expedient, *Hill* 4, *p.* 4——Paper giving an account of the results of the penny-postage system, so far as yet introduced, *Ib.* 75, *p.* 24——By the Return 201 of 1843, the result of the penny postage, as charged with the expenses, is a surplus net revenue of only 103,268*l.*, *Maberly* 1393, 1394——The penny postage brings very little revenue to the country; by far the greater proportion of the revenue is derived from foreign and colonial postage, *Ib.* 1651. 1659, 1660, 1661–1666——Mr. Hill's anticipations with regard to the revenue to be produced by the penny postage; how far those anticipations have been borne out, *Ib.* 1809–1812. 1830–1841——Increased labour the introduction of the penny postage occasioned in Witness's dapartment, *Smith* 2036–2039——Increase in the business of the Inland-office anticipated by Witness on the introduction of the penny postage, *Bokenham* 2475–2477.

2. Circumstances which have tended to its want of success; whether assistance has been afforded by the Post-office in forwarding Mr. Hill's views:

Circumstances which have chiefly tended to diminish the utility of the measure, *Hill* 81, *p.* 30——Impediments occasioned by the incomplete manner in which Witness's plan has been carried out, *Ib.* 82, *p.* 43——The Post-office has put in jeopardy the continuance of the penny rate, *Ib.* 114, *p.* 56——Obstructions offered by the Post-office to the carrying out of Witness's plan, *Ib.* 271 *et seq.*——Parts of the plan which have not been carried into effect, *Smith* 2178–2181.

Every exertion, every pains, and every possible assistance which could be given to Mr. Hill was afforded by the Post-office; Witness considers the plan has failed, *Maberly* 1800–1808——Arrangements contemplated by Mr. Hill in his plan; how far they have been facilitated and carried out, *Ib.* 1813–1829——Witness's private opinion was adverse to the penny postage, but he gave every assistance in carrying it out, *Smith* 2011–2017——In the Twopenny-post department the feeling was against Mr. Hill's plan; everything was done, however, to carry it out; it gave great additional trouble, *Ib.* 2100–2106——The plan of the penny postage was not the best that could have been adopted; there should have been a graduated scale according to distance, *Bokenham* 2518–2523——Facilities and assistance afforded to Mr. Hill by every officer in the Inland department in carrying out his plans, *Ib.* 2524–2531.

3. Probability of its eventual success:

With a revived trade the penny rate will eventually raise 1,300,000*l.* if the plan be fully worked out, *Hill* 466——Hitherto the plan has been tried under very unfavourable circumstances, as respects the general prosperity of the country, *Ib.*

*See* also *Dockwra,* Mr. *Goulburn,* Mr. *Ireland. Lichfield,* Lord. *Post-office,* II. 1, 2. *Revenue,* I.

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*Personation.* There has been one case of personation in the Money-order department, *Maberly* 1333.

*Pickford & Co.*, Messrs. Letter from them, stating the advantage they derive from the change of the postage; their postage for the year ending March 1839 was on about 30,000 letters; in the year ending March 1843 it was on about 240,000, *Hill* 25, *p.* 13.

*Piron*, M. Reference to a work of M. Piron, relative to the increase of the number of letters transmitted from Paris to Marseilles consequent upon the reduction in the time of transmission, *Hill* 82, *p.* 42.

*Plants.* Cuttings of plants covered with wet moss are frequently sent by post; the paper they are wrapped in is very apt to burst, *Bokenham* 2660.

*Poor.* The poor now begin to enjoy their share of the convenience, *Hill* 24, *p.* 12—— In districts inhabited by the poor, the increase of letters is the greatest, *Ib.* 24, *p.* 12; *Ib.* 41–45. 60–63——Opinion of Colonel Maberly, that the poor were not disposed to write letters, *Ib.* 72, *p.* 21——Witness's anticipation, that the increased opportunity of communication consequent on the adoption of his plan would produce great moral, social, and commercial advantages, and would prove particularly acceptable and beneficial to the poorer classes, *Ib.* 72, *p.* 22——How far this anticipation has been realised, *Ib.*——Whether the increase of letters since the reduction of the postage is greater in proportion than in other districts, *Smith* 2866, 2867——Throughout England there is a fair average of increase in the number of letters among the poorer classes, *Lord Lowther* 2964.

*See* also *Increase of Letters. Prepayment*, 2.

*Porter*, Mr. *H. J.* Statement of Mr. H. J. Porter, of Armagh, in 1837, that he applied to the Postmaster-general for permission to send circulars gratuitously, to solicit subscriptions for the relief of the appalling destitution in the Highlands of Scotland, *Hill* 25, *p.* 14——Permission was refused; in 1842 he collected by post 550*l.* for the Paisley weavers, *Ib.*

*Portsmouth Day Mail.* Date of the commencement of the Portsmouth and London day mail, *Maberly* 941——Time of arrival of the Portsmouth day mail at the General Post-office when originally established; time of arrival at present, *Ib. p.* 184.

*Postmaster-general.* It is not impossible that the permanent officers of the Post-office may be too strong on matters of detail for the Postmaster-general, *Hill* 404——If the Government have confidence in the Postmaster-general, they may just as well entrust him with doing the business as they entrust the Secretary of State for the Home Department or the Secretary for the Colonies, *Maberly* 1013——Evidence with regard to the control exercised by the Postmaster-general over his subordinate officers, *Ib.* 1825–1829.

*Postmasters.* See *Deputy Postmasters.*

*Postmasters' Balances.* Very small balances are now in the hands of the postmasters; they have to apply to the Post-office for remittances to meet demands upon them from the Money-order office, *Maberly* 1365–1370. 1378——Number of accounts kept with each postmaster, *Ib.* 1370.——*See* also *Balances.*

*Postmasters' Salaries.* Very little increase of salary has been given to the postmasters in consequence of the larger payments they now make under the money-order system, *Maberly* 1330——Class of persons holding the office of receivers in country places; inexpediency of raising the salaries of postmasters in those districts so as to obtain persons who could be safely trusted with money transactions, *Ib.* 1340–1344.

The postmasters' salaries in Ireland are higher for the work done than they are in England, *Maberly* 1650.

*Post-office*, The:

I. *Salaries, Duties, &c. of Post-office Clerks; Qualifications required.*

II. *Opposition said to have been encountered by Mr. Rowland Hill from the Post-office Authorities in the developement of his Plan:*

1. Generally.
2. By fallacious Statistics.

III. *Post-office Reform.*

I. *Salaries, Duties, &c. of Post-office Clerks; Qualifications required:*

Amount of salaries and allowances of the Post-office servants in 1842, *Hill* 318, *p.* 83——Enormous waste of time in the Post-office, *Ib.*——Other occupation or business

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*POST-OFFICE*, THE—continued.

I. *Salaries, Duties, &c. of Post-office Clerks, &c.*—continued.

business carried on by some of the clerks in the metropolitan office, *Maberly* 1730–1732——Qualifications required for appointment to situations in the Post-office, *Ib.* 1743–1746.

II. *Opposition said to have been encountered by Mr. Rowland Hill on the part of the Post-office Authorities in the developement of his Plan:*

1. Generally:

Entrusting Witness's Plan to the Post-office for completion is tantamount to its abandonment, *Hill* 114, *p.* 55——Difficulty of determining whether any delay which has arisen in the adoption of Witness's suggested improvements can be imputed as a matter of blame to the Post-office, *Ib.* 138–143——Orders given to the Post-office when Witness was first appointed to his situation in the Treasury, to afford him every facility in their power, in order that he might observe the practical working of the Post-office arrangements in London; mode in which Witness availed himself of this order, *Ib.* 153–155——Grounds upon which Witness forms the opinion that the authorities at the Post-office object to the improvements he wishes to adopt, *Ib.* 183–191——Evidence generally as to the impediments thrown in the way of Witness's plans by the Post-office, *Ib.* 207, *et seq.*; 263–270——Every possible assistance was afforded to Mr. Hill, *Maberly* 1800–1808; *Smith* 2011–2017.

2. By Fallacious Statistics:

Evidence and statement exhibiting the fallaciousness of the Parliamentary Return (No. 201, 1843) of Inland letters and revenue, and of Foreign and Colonial letters and revenue, *Hill* 83–112, *p.* 43–51——The statistics of the Post-office are presented to Ministers in such a state as necessarily to mislead them, *Ib.* 114, *p.* 56——The Post-office statistics have misled the Government, have deprived the public of most important conveniences, and the Treasury of no inconsiderable revenue, and have put in jeopardy the continuance of the penny rate, *Ib.*——Inconvenience experienced by Witness in developing his plan, and the alterations which flowed from it by the imperfect manner in which statistical details were recorded in the Post-office, *Ib.* 211–213——Lengthened evidence as to the incorrect manner in which the weekly and monthly returns of the number of letters are made out, *Bokenham* 2613–2638.

III. *Post-office Reform:*

Extract from a work written by Witness, and published early in 1837, called "Post-office Reform," being a summary of conclusions believed to have been established in a preceding paper, *Hill* 4, *p.* 2——Suggestions for the improvement of the Post-office, dated December 1842, transmitted by the London Mercantile Committee on Postage to the Lords of the Treasury, *Ib.* 82, *p.* 35–41——Reforms which took place in the Post-office immediately upon Witness's appointment, previously to his knowledge of Mr. Hill's plans, *Maberly* 1021–1028.

*See* also *Clerks. Hill*, Mr. *Rowland. Parliamentary Return, No.* 201 *of* 1843. *Penny Postage.*

*Post Towns.* Number of post towns in the kingdom, *Bokenham* 2270.

*PREPAYMENT:*

1. *Importance of a Compulsory Prepayment of Letters.*
2. *Willingness of the Public to Pay in Advance.*
3. *Extension of the Plan to Colonial Letters.*

1. *Importance of a Compulsory Prepayment of Letters:*

Importance of all letters being prepaid, *Hill* 11. 81, *p.* 29. 222–226——One improvement effected by Witness's plan is, that the public has been brought into the habit of prepayment; double postage being levied when prepayment is neglected, and facility being afforded by the introduction of stamps, *Ib.* 14——The plan of prepayment, although general, is not universal, *Ib.*——Accounts would be simplified by putting an end to money prepayments, and eventually to unpaid letters, *Ib.* 66–68——Opinion expressed by Colonel Maberly, that compulsory prepayment would have very little effect in reducing Post-office expenses, *Ib.* 72, *p.* 20.

The abolition of money prepayment would get rid of nearly 3,000 daily accounts between the receivers and the chief office in the London district alone, *Hill* 318, *p.* 82——The system of prepayment recommended by Mr. Hill has not been carried into effect, *Maberly* 1820——Witness has not found prepayment a great convenience; it has facilitated the delivery of letters, but nothing beyond that, *Bokenham* 2592, 2593——Report from Mr. Rowland Hill on the security in the delivery of letters as affected by prepayment, *App.* 1——If the advantages of increased economy in Post-office management, greater certainty in the collection of the revenue, and a more speedy delivery of letters be obtained without diminishing the security of delivery, prepayment will have fulfilled all the hopes that have been held out (Mr. Hill's Report, 19th Nov. 1839), *Ib.* 4.

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*PREPAYMENT*—continued.

2. *Willingness of the Public to Pay in Advance:*

Doubts as to the practicability of carrying such an arrangement into effect at once; till this can be done considerable expenses must be borne by the department, which may afterwards be avoided, *Hill* 11—— Opinion expressed by Colonel Maberly in his evidence before the Committee in 1838, that the public would object to paying in advance, whatever the rate, *Ib.* 72, *p.* 20——Opinion given by Witness that the public, under the contemplated circumstances, would be willing to pay postage in advance, *Ib. p.* 21——There is a larger proportion of letters prepaid by money in the poorer than in the wealthier districts, *Ib.* 226.

3. *Extension of the Plan to Colonial Letters:*

Remarks on Mr. Rowland Hill's suggestion with regard to extending prepayment to the colonies, *Lord Lowther's Ev. p.* 334.

*See* also *Money Prepayment. Security of Correspondence. Stamps.*

*Preston and London.* There is no other travelling office than that between London and Preston, *Maberly* 1127.

*Printers.* Printers now send their proofs by post without hesitation, *Hill* 24, *p.* 12.

*Prints, Maps,* &c. Improvements in the conveniences for the transmission of prints, maps, and other similar articles, recommended, *Hill* 82, *p.* 34——Proposed arrangements with regard to the conveyance of prints, maps, &c. *Ev. p.* 40——Remarks thereon, *Lord Lowther's Ev. p.* 335.

*Provincial District Posts.* Defects of the present arrangements; proposed remedy, *Hill's Ev. p.* 38——Remarks on Mr. Rowland Hill's suggestion with regard to the acceleration of provincial town deliveries, *Lord Lowther's Ev. p.* 334——And also with regard to more frequent provincial district posts with reduced rates, *Ib.*

*See* also *Deliveries,* 6. *Hull.*

*Prussia.* Letters have been received from Prussia expressing their wish to treat, on the same terms as other countries, to afford the accommodation of optional payment and transit of letters, *Lord Lowther,* 2880.

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*Railway Stations.* Proposal for employing railway stations as post-offices, *Hill's Ev. p.* 41 ——Remarks with regard to this suggestion, *Lord Lowther's Ev. p.* 335.

*RAILWAYS:*

1. *Generally.*
2. *Reduction in the Cost of Railway Conveyance.*
3. *Unnecessary Space set apart for the Conveyance of Mails.*
4. *Evidence on the subject of Excessive Charges for Railway Mails.*

1. *Generally:*

The cause of the increase of expenditure is the substitution of railway for common road conveyance, *Hill* 24, *p.* 10.

2. *Reduction in the Cost of Railway Conveyance:*

Reduction in the cost of railway conveyance recommended, *Hill* 82, *p.* 34——Also more frequent despatches by ordinary trains, *Ib. p.* 40——There is no necessity for the Post-office arrangements being made to depend upon those of the railway companies; it is desirable, as a measure of economy, that the mails should be sent at the times selected by the companies for their trains, *Ib.* 343——Remarks on Mr. Rowland Hill's suggestions for reducing the cost of conveyance by railway and improving the mode of arbitration, *Lord Lowther's, Ev. p.* 335——The charges made by railways for the conveyance of the mails depend upon the time; if they go at fixed times they are moderate, *Ib.* 3090–3092, 3100–3105——Case of the Manchester and Birmingham Railroad, *Ib.*

3. *Unnecessary Space set apart for the Conveyance of Mails:*

Unnecessary space set apart in railway trains for the conveyance of the mails and the guards, *Hill* 313——How a saving of space might be effected, *Ib.* 602–606——Denial that the space set apart for the mails is unnecessarily great, *Maberly* 1550–1566—— Copy of Treasury Minute of 9th August 1842, on the subject of the space occupied by the mails in the railway carriages, *App.* 114.

4. *Evidence on the subject of Excessive Charges for Railway Mails:*

Overpayments made by the Post-office in the charges for mileage, *Hill,* 274, *p.* 75 ——Evidence as to the charge made by Mr. Hill that three companies had been allowed for some time to charge mileage exceeding not only the true length, but also that stated in the documents laid by the Post-office before the arbitrators, on which the award was made,

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*RAILWAYS*—continued.

4. *Evidence on the subject of Excessive Charges, &c.*—continued.

made, *Maberly* 1541–1566——Excessive payments for railway mails, *App.* 60——Copy of Treasury Minute, dated 8th April 1842, on Report of the Postmaster-general, containing documents relating to the York and North Midland and Birmingham and Gloucester Railway, *Ib.* 69——Account of the payments by the Post-office made during each of the years ending 5th January 1839, 1840, 1841, 1842, and 1843, for the conveyance of the mails by railway in Great Britain; distinguishing, in each instance, the payments for work done within the year from payments for work done in previous years, *Ib.* 229. 239——Statement showing when the mail-trains on the Birmingham and Gloucester, York and North Midland, Leeds and Selby Railway, for which excessive payments have been made by the Post-office, commenced running; the date when the error was first known to the Post-office, and the annual and total amount of excessive charge up to such time, *Ib.* 258.

*See* also *Birmingham and Gloucester Railway. Day Mails. Glasgow and Ayr Railway. Mileage. York and North Midland Railway.*

*Ramsey, John.* (Analysis of his Evidence.)—One of the senior clerks in the Secretary's department, and superintends the Missing-letter department, 2769——Increase of letters stated to be missing in the last three years, 2770. 2774——Proportion of letters containing coin and bills, 2771, 2772——Course pursued when applications are made for missing letters, 2773——The great increase may be attributed to the removal of gratuitous registration, 2775, 2776——Compulsory registration would reduce the number of losses, 2777——Means taken by the Post-office to detect the abstraction of letters, 2778-2784——Number of letters without directions and misdirected, and examination thereon, 2785-2838——Summary of applications for missing letters, 2839.

*Rates of Postage.* Opinion of Colonel Maberly that the expenses of the Post-office were not at all increased by the great number of rates of postage, *Hill* 72, *p.* 20——The charge upon money-letters sent by what was formerly the Twopenny-post is higher than it was before the introduction of the Penny-post system, *Maberly* 855–857.

*Receipts for Letters.* The adoption of receipts for a small fee to be given by the Post-office if required when a letter is posted, recommended, *Hill* 75, *p.* 26; *Ib.* 82, *p.* 34—— (Mr. Hill's Report, 19th November 1839), *App.* 4.

*Receiving-houses.* Greatest distance of any receiving-house which the Twopenny-postmen fetch letters from, *Smith* 2054——Whether where there are receiving-houses in towns, in place of bringing the whole number of letters to the receiving-house, the letter-carriers might not deliver part on their way, *Ib.* 2080–2088——Objections to a plan for placing boxes where persons might post letters with stamps on them, but not other letters, *Ib.* 2111–2118——Lowest and highest remuneration paid to receivers in London; how regulated, *Ib.* 2126, 2127——Number of receiving-houses established from September 1839 to September 1841, and from September 1841 to August 1843, *Lord Lowther* 2880.

*Red Sea Rate.* The communication between the East India Company and the Post-office arose upon the question whether they had acted honestly towards the Post-office with respect to the Red Sea rate, *Maberly* 971–977.

*REGISTRATION OF LETTERS:*

1. *Generally.*
2. *Plan of Registration at present employed: its Merits and Defects.*
3. *Proposal for the Establishment of a Cheap System of Registration.*
4. *Objections to Cheap Registration.*
5. *Compulsory Registration.*
6. *Papers laid before the Committee.*

1. *Generally:*

Arrangements made to admit the registration of letters; the fee is so high as to constitute a most serious obstacle to the use of this privilege, *Hill* 14——The new improvements, as regards the registration, came into operation in 1841, *Ib.* 17—— Registration, unless it is to give as perfect security as the Government can give, is worse than useless, *Maberly* 1135–1137——With all the care and precaution that can be adopted the system of registration is not safe, *Ib.* 1217–1221——The great object of registration, so far as the public is concerned, is security, *Ib.* 1238, 1239—— Witness does not think that the figure under the head "Registration Fees," in Return No. 201 of 1843, are far off, *Ib.* 1533——Number of clerks at present employed in the registration of letters at St. Martin's-le-Grand; average number of letters at present registered per night; maximum number that could be registered with convenience, *Bokenham* 2439-2446——The great increase in the number of applications for missing letters may be attributed to the removal of the gratuitous registration by the Post-office of letters found to contain coin, or any jewellery of value, *Ramsey* 2775, 2776.

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*REGISTRATION OF LETTERS*—continued.

2. *Plan of Registration at present employed: its Merits and Defects:*

Defects of the present arrangements with regard to the registration of letters; a lower fee proposed, *Hill's Ev. p.* 41——The system of registration of letters explained in detail; objections to too great facilities of registration, on account of the complexity and slowness of the business connected with it, *Maberly* 1109–1150——Witness cannot suggest any mode in which the various stages of registration could be dispensed with, *Ib.* 1133, 1134——Under the circumstances the present system of registration is the best that could be adopted, *Ib.* 1222–1227.

3. *Proposal for the establishment of a Cheap System of Registration:*

A cheap system of registration proposed, *Hill* 75, *p.* 26; *Ib.* 82, *p.* 34——Remarks on this suggestion, *Lord Lowther's Ev. p.* 335——Memorandum drawn up in answer to it, *Bokenham* 2447——A reduction of the fee from 1*s.* to 8*d.* was proposed to the Treasury, as registration was rendered more necessary by the very numerous Post-office robberies, *Maberly* 1153–1198——Witness does not contemplate much increased expense from reducing the registration fee to 8*d.*, *Ib.* 1206——Great increase of letters with a sixpenny fee, *Bokenham* 2465–2468.

Recommendation of the Post-office Commissioners in their Tenth Report, that any one should be allowed, on paying a fee of 2*d.*, to have a letter registered (Mr. Hill's Report, 19th Nov. 1839), *App.* 4——Further proposal of the Commissioners that the Post-office should insure the delivery of such letters under a fine of 5*l.* (Mr. Hill's Report, 17th February 1840), *Ib.*——Examination by the Commissioners of several gentlemen from the Post-office; among others, Colonel Maberly, Mr. Bokenham, and Mr. Smith, all of whom were favourable to the adoption of such system, except as to the liability of the Post-office, *Ib.*——By the Act 1 Vict. c. 34, s. 25, the Postmaster-general, with the consent of the Treasury, is authorised to establish a plan of registration to determine the fee, &c., but it is expressly enacted that the Post-office shall not be liable, *Ib.*——The plan of registration recommended by Mr. Hill differs but slightly from that described by Colonel Maberly, in his evidence before the Commissioners of Inquiry; statement of his plan, *Ib.* 4, 5——Another plan might be adopted with advantage, either as a substitute for the registration of letters, or in further addition thereto, *Ib.* 5——Whether the system of registration be adopted or not, it would be well immediately to give the public the advantage of this latter plan, *Ib.*

4. *Objections to Cheap Registration:*

Grounds of the objection of the Post-office to cheap registration, *Hill* 75, *p.* 26——A cheaper system of registration, although it might meet one of the evils which attaches to the money-order system, would involve the Post-office in another class of evils, in the great expense and great detention of mails throughout the country, *Maberly* 1201, 1202——A cheap system of registration, with a view to remedy existing evils, would be attended with more expense than the amount received, *Ib.* 1228–1231——Collecting the registration fees from the receivers of letters would have the effect of retarding the delivery, which would be a great inconvenience, *Ib.* 1232–1234——Great difficulty to the Post-office of extending the system of registration to such a point as to induce the public to avail itself of it largely, *Ib.* 1251.

Amount of the fee on registration; its tendency materially to diminish the number of letters registered; inexpediency of lowering the amount of the fee, *Bokenham* 2331–2334. 2338–2340. 2341, 2342——Objection to an extended system of registration, on the ground of the inability of the Post-office to afford security, *Ib.* 2448–2457——Desire on the part of the Postmaster-general to discourage the transmission of articles of value through the Post-office, *Ib.* 2458–2464——Apprehension that in the event of a great increase in the number of registered letters, great inconvenience would be found from the want of capacity in the Travelling-office to afford room for the clerks, *Ib.* 2744–2752——Examination upon the statement made by Witness in the Parliamentary paper on the registration of letters, in page 7, respecting Mr. Hill's Report, *Lord Lowther* 3131.

5. *Compulsory Registration:*

Recommendation of Lord Lowther, that all letters should be registered under a compulsory system, *Maberly* 1207——Cases which would create difficulties under a system of compulsory registration, *Ib.* 1242——Under a compulsory system all letters supposed to contain valuable property would be registered, *Ib.* 1243–1247——Proposition for a system of compulsory registration, and increasing the fee thereon, and also for giving greater facilities in the Money-order Office, *Bokenham* 2343–2368. 2379–2438——The system of compulsory registration would, to a considerable extent, tend to reduce the number of letters lost; doubts as to whether it could be established so as to render it complete, *Ramsey* 2777.

6. *Papers laid before the Committee:*

Return showing the number of letters registered gratuitously in London in June 1839; also the number that would have been registered in June 1843 had the plan of gratuitous registration

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*Registration of Letters*—continued.

6. *Papers laid before the Committee*—continued.

registration been continued, and the number actually registered in June 1843, *Bokenham* 2329, 2330. 2335–2337——Report from Mr. Rowland Hill on the registration of letters, *App.* 4——Further Report on the same subject, *Ib.* 7——Letter from the Postmaster-general, dated 29 October 1841, to the Lords of the Treasury on the subject of the registration of letters, *Ib.* 6——Report from Mr. Rowland Hill, dated 24 November 1841, with his views on the subject of the proposals contained in the foregoing, *Ib.* 7——Further remarks and suggestions on this subject, being Supplement to Report of 24 November 1841, *Ib.* 11.

Revenue derived from registered letters, *App.* 12——Letter from the Postmaster-general to the Lords of the Treasury, dated 21 December 1841, on the subject of the registration of letters, *Ib.* 13——Progress of a stamped letter posted in Manchester, addressed to Cavendish-square, London, showing the number of persons' hands it would pass through whilst in the custody of the General Post-office in London; also the number of persons into either of whose hands it might fall in the regular course of duty, *Ib.* 17——The same, showing the progress of a stamped letter posted at a receiving-house in London between two and five p. m., addressed to Manchester; likewise showing the additional number of hands it would have passed through if it had been posted between eight and two p. m., *Ib.*——Memorandum of Lieutenant-colonel Maberly on registration of letters, *Ib.* 18——Mr. Bokenham's observations on Mr. Hill's registration plan, dated 25 August 1840, *Ib.* 20.

*See* also *Bankers.* *Bokenham*, Mr. *Goulburn*, Mr. *Gratuitous Registration.* *Lowther*, Lord. *Money-orders.*

*Returned Letters.* Dead and returned letters, as they appear in the accounts for the year ended 5th January 1843, *Maberly* 1279–1286.

*See* also *Dead and Returned Letters.*

*Revenue:*

I. *Effect of the Penny Postage on the Revenue:*
1. On the Post-office Revenue.
2. On the General Revenue of the Country.

II. *Deficiency in the Revenue calculated upon by Mr. Hill.*

III. *Papers laid before the Committee.*

I. *Effect of the Penny Postage upon the Revenue:*

1. On the Post-office Revenue:

The gross revenue, exclusive of repayments, &c. was, in 1842, 1,578,000*l.*, or 67 per cent. (two-thirds) of the amount of 1837, which, in the Post-office Committee, was adopted as the standard, *Hill* 24, *p.* 11——The present gross revenue is about as great as during the fourpenny rate, *Ib.*——The whole net revenue of the Post-office in 1842 was 600,000*l.*, *Ib.*——Circumstances which distinguish the effect of a defalcation of Post-office revenue produced by a reduction of rate from a defalcation produced by a reduction of consumption in other branches, *Ib.* 73——Net revenue of the Post-office in 1839 and 1840, and at present; deductions for expense of packet establishment; whether the franked letters should be taken into the account, *Ib.* 457–476.

Impossibility of forming any calculation of the amount of revenue which ought to be produced by any given number of letters received within a given period, *Maberly* 918——The Penny-post has reduced enormously the amount of revenue collected for postage, *Ib.* 1329——Judicious alterations might have been made in the postage, so as to maintain the revenue, *Smith* 2008–2010——Examination as to the gross revenue derived from the Twopenny-post being as great in 1842 as in 1836, as stated by Mr. Hill in his evidence, *Ib.* 2128–2136.

Witness cannot see any prospect of any considerable improvement of the Post-office revenue, *Lord Lowther* 2889——In Witness's view, a revenue of 1,300,000*l.* a year is perfectly hopeless, *Ib.* 2958, 2959——There is a slight balance in favour of the inland revenue by the operation of the penny postage, *Ib.* 2973——Evidence respecting the apparent falling off in the last printed quarterly returns of the revenue of the Post-office, *Ib.* 3146–3148.

2. On the General Revenue of the Country:

Effect of the penny postage on the general revenue of the country, *Hill* 24, *p.* 11; *Lord Lowther* 2972——It is remarkable that, notwithstanding the serious falling off in the Post-office revenue, no defalcation appeared in the general revenue during the first of the two quarters, *Hill* 24, *p.* 11——The tendency of free communication by post to improve the general revenue of the country has been forcibly shown in the evidence of Mr. George Moffatt; Lord Ashburton gave his opinion to the same effect, *Ib.*——The

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*Revenue*—I. *Effect of the Penny Postage upon the Revenue*—continued.

2. On the General Revenue of the Country—*continued.*

effects produced by the Penny-postage system are, that there has been an increased expenditure and a loss to the revenue; whether these two evils would have been less if Witness's entire plan had been carried into effect, *Hill* 56——Witness believed that the effect of cheap postage would be to increase the other branches of the revenue to the extent of 300,000 *l.* *Ib.* 69——The falling off of the general revenue of the country is quite unconnected with the Post-office, which of course could not prevent it, *Ib.* 69–71.

II. *Deficiency in the Revenue calculated upon by Mr. Hill:*

Witness did not reckon on securing the Post-office revenue from diminution, but estimated its probable loss at nearly 300,000 *l.* per annum, *Hill* 4, *p.* 4——Witness contemplated a loss of 300,000 *l.* to the revenue if his plan were completely carried into effect, *Ib.* 5-8. 12-14——In this estimate, the establishment of a post-office in every village was included, *Ib.* 12, 13——Witness anticipated that the deficiency reckoned upon in the net revenue of the Post-office would eventually be made up by increased production in other fiscal departments, *Ib.* 72, *p.* 22——How far this anticipation has been realized, *Ib.*——Witness's object was not to obtain the greatest possible amount of money profit from the Post-office, but to give the greatest amount of convenience to the public which could be attained without any great permanent sacrifice of revenue, *Ib.* 74——Probable amount of the deficit in 1843, supposing the net revenue to be 600,000 *l.*, and the expense of the packet establishment being cleared, *Ib.* 486, 487.

III. *Papers laid before the Committee:*

Account showing the gross and net Post-office revenue, and the cost of management for the United Kingdom, for each of the years ending 5th January 1839, 1840, 1841, 1842, and 1843, excluding from the account, whether of gross revenue or cost of management, any advances that may have been made by the English to the Irish Post-office, and advances to the Money-order Office, *App.* 229. 239——Account showing the gross amount of postage revenue for England and Wales, (exclusive of returns for "refused letters," &c.) for the month ending 5th January 1840 (during which the four-penny rate was established), and also for the months ending 5th January 1842 and 5th January 1843, *Ib.* 229. 239.

Return, showing the number of inland letters, the gross amount of revenue derived therefrom, including payments for official postage and receipts from the Money-order Office; the expense of management, including that of the Money-order Office, and maintenance of packets on home stations; the amount of postage on dead and returned letters, and the net revenue for the year ended 5th January 1843, *App.* 232——Also similar Return of the number of foreign and colonial letters; the gross amount of revenue derived therefrom, including payments for official postage; the expense of management, including maintenance of packets on foreign stations; the amount of postage on dead and returned letters; and the deficiency to the revenue for the year ended 5th January 1843, *Ib.*——Account, showing the estimated amount of gross or net postage on foreign and colonial letters and newspapers for one year, calculated on accounts kept in the months of November and December 1842, showing also the actual amount of postage received on internal colonial letters in one year, *Ib.* 243.

*See* also *Banning*, Mr. *Deliveries*, 2. *District Posts*. *Facilities for Correspondence*. *Foreign and Colonial Letters*. *France*. *Government Postage*. *Increase of Letters*. *Inland Letters*. *Lichfield*, Lord. *Number of Letters*. *Penny Postage*. *Registration of Letters*, 6. *Rural Posts*, 3. *Stamps*. *Twopenny Rate*.

*Richmond*, Duke of. Zeal displayed by the Duke of Richmond to reform the office, and to give accommodation to the public, on his being appointed Postmaster-general, *Lord Lowther* 2876——The Duke of Richmond made arrangements for a daily post to France, *Ib.*——*See* also *Hamburgh*. *Mail Coaches*. *Scotland*.

*Rolfes*, Mr. Mr. Rolfes's offer to convey the Channel Island mails, *App.* 175.

*See* also *Channel Islands*.

*Rural Posts:*

1. *Generally.*
2. *Expense of their Establishment.*
3. *Extension of the System proposed.*
4. *Poste Rurale in France.*
5. *Papers laid before the Committee.*

1. *Generally:*

Defects of the present arrangements with regard to the establishment of post-offices, *Hill's Ev. p.* 38, 39——Applications made for rural post-offices since the establishment of the Penny-post rate up to May 1842, *Maberly* 872–874——Necessity for the Treasury adopting some rule as to the principle upon which the local posts should be set up, as the whole expense of them since the penny postage has come into operation would fall upon the country, *Ib.* 1052–1058——The Post-office has not taken any pains to promulgate

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*Rural Posts*—continued.

1. *Generally*—continued.

mulgate the rule for the establishment of rural posts, *Maberly* 1082, 1083——Parties do not pay anything in addition for the conveyance of their letters to the rural offices from the post-town, *Ib.* 1086–1094——Way in which parties living in villages formerly paid an additional charge; it did not go to the Post-office, *Ib.* 1086–1090——The free delivery in the rural districts is still so far arbitrary that it must be decided on by the surveyor or the surveyor's clerk, and afterwards affirmed by the Postmaster-general, *Ib.* 1095–1100——Number of rural posts established from September 1839 to September 1841, and from September 1841 to August 1843, *Lord Lowther* 2880.

2. *Expense of their Establishment:*

Statement of the total and average expense of rural posts, *Maberly's Ev. p.* 141——Reasons for believing there are great errors in the returns to Parliament as to the expense of establishing local posts, *Ib.* 1059–1069——The establishment of rural post-offices creates an expense of about 29*l.* a year each to the Post-office, from which the Post-office gets no additional income, *Ib.* 1084–1094——Estimate of the expense of the arrangements in consequence of Mr. Goulburn's Minute, *Lord Lowther* 2933–2949.

3. *Extension of the System proposed:*

The extension of rural distribution recommended, *Hill* 82, *p.* 34——Suggestions for the establishment of rural posts throughout the country, *Ib.* 243–254——Remarks on these suggestions, *Lord Lowther's Ev. p.* 334——They should be established in every place where the correspondence is of such an extent as would pay a considerable portion of the expense of their establishment, *Hill* 243——The establishment of rural posts would be advantageous to the revenue, *Ib.* 323–330——Measures recently adopted for increasing the number of rural post-offices, *Maberly* 864–871——The system of rural distribution proposed by Mr. Hill in his pamphlet was stopped by the Penny-post, *Ib.* 1814, 1815——Expectation that the last measure that was sanctioned by the Chancellor of the Exchequer for the delivery of letters to villages where there are 100 letters, will be very extensive, *Lord Lowther* 2880——A great accommodation ought to be given to rural districts, whether they pay or do not pay, *Ib.* 2938.

It is impossible to calculate the number of rural posts that will be required if the rule be adhered to, that any place which may receive 100 letters weekly may apply for one, *Maberly* 875–883——Letters might be delivered cheaper by foot messengers, by allowing them to take parcels of fish and other things to places where they could make advantageous bargains, *Ib.* 1102——The establishment of rural posts would be a concession to the public, with very little return; there would be a balance lost, *Lord Lowther* 2886——The Post-office would lose a considerable sum by establishing rural post-offices, and delivering the letters without an extra charge, *Ib.* 2888.

4. *Poste Rurale in France:*

Date of the establishment of the *Poste Rurale*; how conducted; cost; its convenience to the French nation, *Hill* 82, *p.* 42; *Lord Lowther* 2886——Great increase in the gross revenue of the French Post-office since the establishment of the *poste*, *Hill* 82, *p.* 42, 43; *Ib.* 324–327——Returns on the rural post-office service in France, *Lord Lowther's Ev. p.* 329–332——Parties in the rural districts in France pay for the increased accommodation, *Ib.* 2887.

5. *Papers laid before the Committee:*

Copy of the Minute of the Lords of the Treasury, dated 13th August 1841, relating to the Post-office distribution in the rural districts of the United Kingdom, *App.* 143——Letter from the Postmaster-general, dated 18th August 1841, on the subject of the Post-office distribution in the rural districts, *Ib.* 146——Copy of Treasury Minute, dated 27th August 1841, on the subject of rural posts, *Ib.*——Memorandum in reply to the last paragraph of Order of The House of Commons, dated 21st March 1843, stating that no definitive arrangements have been made by the Post-office, in conformity with the Minutes of the Lords of the Treasury, dated the 13th and 27th days of August 1841, relating to the Post-office distribution in the rural districts of the United Kingdom, *Ib.*——Letter from the Postmaster-general, dated 31st May 1843, expressing the result of his inquiry as to the best mode of extending the accommodation of the Post-office in the rural districts, *Ib.*——List of towns and places from which applications have been received for official posts (the number of letters for which average above 100 weekly) from July 1840 to May 1843, *Ib.* 147——Copy of Treasury Minute of 6th June 1843, approving of the principe on which the Postmaster-general proposes to regulate the privilege of granting a receiving-office and a free delivery of letters to places not already enjoying those advantages, *Ib.* 150.

*See* also *Goulburn*, Mr. *Guarantee Posts.*

*Russell*, Lord *John.* Extract from a speech of Lord John Russell on the 31st May 1839, in announcing the intentions of Government in regard to Mr. Rowland Hill's plan, *Hill* 4, *p.* 7.

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*Salaries.* Much of the increased expenditure in salaries, &c., since the reduction of the rates, has been made on the ground that they were too low previously to the institution of the penny rate, *Hill* 24, *p.* 10——Revision of the salaries and allowances of all the offices recommended, *Ib.* 82, *p.* 34——Grounds upon which Witness founds the opinion that a saving of four per cent. would arise from a revision of the salaries, *Ib.* 751–772——All increases of salary were suspended for a great many years in the Post-office, in consequence of inquiries before the Commission, *Ib.* 761——It was not till 1836 that the Treasury began to reconsider the cases, and to make up what had been suspended for a lonig time, *Ib.*——The Travelling-office does not at present enable the Post-office authoi ties to reduce the salaries of the postmasters; it might do so if the business were to increase, *Maberly* 1132.

A revision of the salaries of the officers in the Post-office, as proposed by Mr. Hill, would lead to an increase of salary; constant complaints and constant applications made for increase, *Ib.* 1717——Increase of salaries according to length of service, *Ib.* 1718. 1720–1722——Advance of salary lately in the metropolitan establishment and country districts, *Ib.* 1727, 1728——The salaries of the officers are low, and, speaking of the establishment as a whole, there is a great deal of dishonesty, *Ib.* 1742——Objections to an increase of salaries in the Inland-office; doubt whether higher salaries would prevent depredations, *Ib.* 1776–1778——There is no difficulty in finding persons to fill all the offices at the present salaries, *Ib.* 1780–1783——Scale of salaries the generality of the Post-office clerks receive, *Maberly* 1719; *Bokenham* 2699–2720——The salaries of the clerks in the Post-office have been raised, for which they have to thank Mr. Baring, *Ib.* 2682——Remarks on Mr. Rowland Hill's suggestion for a revision of salaries, *Lord Lowther's Ev. p.* 335——Letter from the Postmaster-general, dated 2d July 1842, relating to the incomes of postmasters, &c., *App.* 42.

*See* also *Branch Offices. Deputy Postmasters. Mail Guards. Post-office,* The, I. *Postmasters' Salaries.*

*Samples.* Samples of tea are now despatched by post; increase of tea trade increases the duties, and consequently the revenue, *Hill* 24, *p.* 13.

*Schoolmasters.* Statement by Mr. Laing, the traveller, that a state machinery of schoolmasters spread over the country, on the Prussian system, would cost more than has been lost to the revenue by the reduction of postage, *Hill* 25, *p.* 14.

*Scotland.* Consolidation of the Scotch and English Post-offices by the Duke of Richmond, *Lord Lowther* 2876——Statement of facilities and improvements in the Post-office arrangements in Scotland since May 1843, *App.* 257.——*See* also *Birmingham.*

*Secretary's Office.* Hours of attendance of the clerks in the Secretary's Office, *Maberly* 1784–1788.

*Securities.* Security is taken from every one of the postmasters; applications for a reduction of the amount of security, consequent upon the smaller revenue collected by the Penny-post, have been uniformly resisted, on account of the risk attached to the money-order system, *Maberly* 1335——Nature of the security taken of the postmasters, and of the Receiver-general's and Inland-office clerks, *Ib.* 1348–1350.

*Security of Correspondence.*

1. *Generally.*
2. *Papers laid before the Committee.*

1. *Generally:*

Cause of the supposed insecurity under the new system, *Hill* 75, *p.* 25——Measures proposed to afford increased security to correspondence, *Ib. p.* 26; *Ib.* 82, *p.* 34.

2. *Papers laid before the Committee:*

Report from Mr. Rowland Hill, 19th November 1839, on the security in the delivery of letters, as affected by prepayment, *App.* 1——It is the opinion of the Postmaster-general that universal prepayment would produce insecurity, (Mr. Hill's Report, 19th November 1839,) *Ib.*——Statement by the Postmaster-general, that "there is no doubt an idea in the mind of the public, that post-paid letters are not quite so secure as those that are not paid," *Ib.*——Mr. Louis's opinion as to the security of letters which are prepaid, *Ib.*——Mr. Lawrence is of opinion that letters may be delivered with as much safety and security under the system of prepayment as formerly, *Ib.*——Statement by Messrs. Brankston, Moffatt, and Desborough, that post-paid letters are as safe in their delivery as those not paid, *Ib.*——Report of the Postage Committee in 1838, that there was no evidence to show that prepaid letters having once reached a post-office, were less secure of being delivered than other letters, *Ib.*

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*Security of Correspondence*—continued.

2. *Papers laid before the Committee*—continued.

Prepaid letters are exempt from one risk which the others are exposed to, namely, that of refusal, (Mr. Hill's Report, 19th November 1839), *App.* 2——The new plan provides securities for the regular delivery of letters, which more than counteract the tendency of prepayment to introduce irregularity, *Ib.*——Additional securities which would be given by the adoption of the system of prepayment over the present system, *Ib.* 2, 3——The great object to be aimed at is to improve the responsibility of the Post-office functionaries, by making the detection of any irregularity as certain as possible, and in every instance of gross negligence, by dismissing the offender from the service, *Ib.* 4.

*See* also *Losses of Letters. Missing Letters. Money Letters. Registration of Letters.*

*Seeds.* Samples of seed, (linseed and those sort of things,) the packages of which have burst, and the contents have gone into the letter-bag, are sent by post; they cannot be collected again, *Bokenham* 2659.

*Sheffield.* There is no day mail at present to Sheffield, *Bokenham* 2579.

*Shetland Isles.* Increased facilities and reduced rates have increased the number of letters in the Shetland Isles more than eleven-fold in six years, *Hill* 82, *p.* 42.

*Simplification of Accounts.* Plans relied on by Witness for simplifying the management of the Post-office, *Hill* 4, *p.* 4, 5——Upon Witness's plan of adopting one uniform charge, by weight, without regard to distance, the accounts of the Post-office would be much simplified, *Ib. p.* 5——In some respects the accounts of the Post-office are more complex than they were, *Ib.* 58, 59. 66–68——Accounts might be simplified by doing away with money prepayments, and, eventually, with unpaid letters, *Ib.* 66–68——There has been very little alteration with respect to the simplification of accounts since the introduction of the penny postage, *Lord Lowther* 3016, 3017.——*See* also *Accounts.*

*Smith, Robert.* (Analysis of his Evidence.)—Superintending President of the Twopenny-post; thirty-eight years in the office, and eleven at the head of the department, 1842, 1843——Witness's objections to the consolidation of the Twopenny-post department with the Inland-office, have been strengthened by the late increase of letters, 1844–1847——There are seven deliveries in the General-post district, and six in the boundary district, daily, 1848–1852——The number of deliveries could not be increased with the present strength of letter-carriers and sorters, 1853——One hundred and eighty more letter-carriers would be required if the deliveries were made hourly throughout the day, 1854–1858——Number of letter-carriers at each office, and number that go out each delivery throughout the day, in the London district Twopenny Post-office, 1859, 1860——Average attendance of persons in the sorting-office, 1861——Average number of miles walked each day by the letter-carriers, 1862, 1863——They execute four deliveries one day and three another, 1864.

The whole of the sorting duty, in preparing for delivery, is done at the principal office, 1865, 1866——The labour and expense would be considerably increased by having district offices; experience in the case of the Gerrard-street and Lombard-street offices, 1867–1870——The deliveries have been accelerated by reducing the walks, and carrying the letters in bags to district offices, 1871——Reason why deliveries would not be expedited by sorting the letters at branch offices, 1872——Average number of letters delivered daily by the Twopenny-post carriers, 1873——Number of newspapers passing through the Twopenny Post-office daily, 1874–1877——Number of letters posted in each district for delivery within the district, 1878–1881——The greatest number of newspapers are posted on Saturdays and Mondays, 1882–1884——A letter delivered in the district in which it is posted is not received sooner than in any other part of the metropolis, 1885.

There might be hourly deliveries, with additional force, but there must then be a double delivery, 1886–1889——All the General-post letters, arriving by the day mails, are delivered by the Twopenny-post letter-carriers, 1890–1893——A few of the morning letters might be delivered by the Twopenny-post letter-carriers, if they could be sent to the office by seven o'clock, 1894——The accelerators leave the Post-office at from half-past eight to a quarter before ten in the morning, 1895——No time would be gained by having the Twopenny-post letters, arriving at the branch office, ready for delivery with the General-post letters for the district, 1896——Return of the number of letters distributed on each of three days from the Charing-cross branch, 1896——Impracticability of combining the morning deliveries of the Twopenny and General-post letters, 1897–1901.

Failure of Mr. Hill's plan for carrying the letters in the neighbourhood of London by coaches and omnibuses; fair trial given to it, 1902–1913——The evening mails take Twopenny-post letters out of town wherever it can be done, 1914, 1915——Witness has had frequent communications with Mr. Hill, 1916, 1917——The addition of the seventh delivery, in 1838, more than paid its expenses, 1918–1921——Increased accommodation given to the suburbs; number of deliveries in different circles, 1922–1934——Additional expense caused by increasing the number of deliveries; increase in the number of letters

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*Smith, Robert.* (Analysis of his Evidence)—*continued.*

sent, 1935–1939——Return to elucidate this point, *p.* 260——The additional delivery increases the other deliveries also to a small extent; 1940——The correspondence is still increasing, but has not yet covered the expense of the additional delivery, 1941–1943——An hourly delivery would cost about 20,000*l.* more, and it is doubtful whether it would pay, 1944–1947——Doubts as to whether increased accommodation, at the present time, would improve the revenue, 1948–1953.

Statement of facts to show that an increase in the weight allowed for Twopenny-post letters would not increase the number sufficiently to compensate the revenue, 1954, 1955——A despatch by the mails at half-past eight would be no substitute for the convenience of a six o'clock despatch; instances given in proof of this, 1956–1966——Facts to show that a late night delivery would not dispense with an early morning delivery, 1967——If there were twelve deliveries a day in London, there must be three sets of letter-carriers, 1968, 1969——It is a healthy service; there is not much sickness amongst them, 1970——Estimated gross revenue of the Twopenny-post in 1842; 1971——Reasons for deducting dead letters from the gross revenue, 1972–1974——There is rather more correspondence in January than in other months, 1975–1981——Estimate, in detail, of the increased expense anticipated from hourly deliveries and a consolidation of General and Twopenny-post letter-carriers, 1982–1991——Additional number of letters daily required to defray the expense of twelve deliveries, 1992, 1993——Difficulty of ascertaining the precise charge of delivering Twopenny-post letters, 1994–1997——Charges formerly made for delivering General-post letters by the Twopenny-post, 1998–2003——Many persons may regard frequent deliveries as a nuisance instead of an accommodation, 2004–2097——Judicious alterations might have been made in the postage, so as to maintain the revenue, 2008–2010——Witness's private opinion was adverse to the penny postage, but he gave every assistance in carrying it out, 2011–2017.

Witness was examined, in 1837, before the Commissioners on Postage; alterations then suggested by him, 2018–2028——He was also examined in 1838, before the Postage Committee, 2029, 2030——Has reported to the Postmaster-general upon increased facilities, 2031–2035——Increased labour the introduction of the penny postage occasioned in Witness's department, 2036–2039——Advance made in Witness's salary, 2040–2042——Hour at which the offices commence their work and cease at night, 2043, 2044——The Twopenny-post letter-carriers' walks are more extensive in distance than the General-post letter-carriers, 2045–2049——Number of collections made by the Twopenny-post department daily, 2050, 2051——Way in which the collections are made which are not contained in bags, 2052, 2053——Greatest distance of any receiving-house which the Twopenny postmen fetch letters from, 2054——The General-post letter-carriers occasionally leave letters behind them in the morning, upon which the letter L is marked; manner in which this arises, 2055, 2056——These letters are distributed by the Twopenny postmen, 2057. 2097–2099.

The Twopenny-post letter-carriers are fully employed; some of them keep small shops, which are attended to by their wives, 2058–2065——Leave of absence given in the course of the year, 2066, 2067——Number of supernumeraries employed, 2067——Attendance given by the clerks of the establishment, 2068–2070——The Twopenny-post department has no acceleration, 2071——Letters delivered on Sunday morning beyond the three-mile circle, 2072–2079——Whether, where there are receiving-houses in towns, in place of bringing the whole number of letters to the receiving-house, the letter-carriers might not deliver part on their way, 2080–2088——It would not accelerate the delivery of letters after dark if the letter-carriers had lights as the policemen have; the gas-lights supersede the necessity for that, 2089–2091——Objections to a Sunday delivery, 2092–2096——In Witness's department the feeling was against Mr. Rowland Hill's plan; everything was done, however, to carry it out; it gave great additional trouble, 2100–2106.

Great accommodation of doing away with money prepayment, 2107–2110——Objections to a plan for placing boxes where persons might post letters with stamps on them, but not e ther letters, 2111–2118——In some large towns there is a post conducted upon the same principle as the London Penny-post; practicability of introducing the system on a large scale into populous places, 2119–2125——Lowest and highest remuneration paid to receivers in London; how regulated, 2126, 2127——Examination as to the gross revenue derived from the Twopenny-post being in 1842 as great as in 1836, as stated by Mr. Hill in his evidence, 2128–2136——Increase in the profit with regard to letters of extra weight; any extension of the limit deprecated, 2137–2144. 2186–2190——Loss of time by the Hampstead contractor, 2145–2148——Mr. Hill, in recommending the employment of short stages and omnibuses, required a speed of seven miles an hour; the Post-office then had eight miles, including stoppages, 2145–2158.

Places beyond the three-mile circle which have the benefit of the additional delivery; present number of collections and deliveries, 2159–2166——Number of letters collected and delivered within the limits of the London Post-office; number of letter-carriers delivering those letters, 2167–2178——Average length of a letter-carrier's walk; rate at which they walk; pay for extra duty, 2173–2177——Parts of Mr. Hill's plan which have not been carried into effect, 2178–2181——The Twopenny-post letter-carriers cannot be spared to assist in sorting in the evening, 2182, 2183——The consolidation of the Twopenny

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*Smith, Robert.* (Analysis of his Evidence)—*continued.*

Twopenny and General-post letter-carriers would not work advantageously, 2184, 2185. 2191——Explanation with regard to a map produced before the Committee, coloured to represent the London district, 2192–2195.

[Second Examination.]—Returns relating to the Twopenny-post delivered in by Witness, *p.* 322, 323——Estimated loss to the revenue if the General-post letters that are delivered within the twelve-mile circle were delivered like letters in the country, where there is a Penny-post, 2848, 2849——Mode in which the sorting of letters is done, 2860–2864——Parts of the metropolis in which the greatest increase of letters has taken place, 2865–2867——Increased duties of the letter-carriers since 1836; 2868–2871——Rate at which letters can be prepared for delivery, 2872–2874.

*Sorting of Letters:*

1. *Manner in which the Duty is at present performed.*
2. *Saving that might be effected by the Simplification of the mode of Sorting Letters.*
3. *Sorting of Letters in their Progress to and from the Country.*
4. *How far the Letter-carriers are and might be employed as Sorters.*

1. *Manner in which the Duty is at present performed:*

Number of letters that an average sorter would dispose of in a minute, *Hill* 318, *p.* 83——Wages the letter-sorters get on the average, *Ib.* 733–735——Average attendance of persons in the Sorting-office, *Smith* 1861——The whole of the sorting duty, in preparing for delivery, is done at the principal office, *Ib.* 1865, 1866. 2850–2864——Number of additional sorters employed on the Post-office establishment on account of the increase in the number of letters consequent upon the introduction of the Penny postage, *Bokenham* 2598——Number of letters which can be sorted in a particular time, *Ib.* 2639——As a general rule, it is not true to say that the sorters have the whole of the middle of the day at their disposal, and are engaged in other pursuits, *Ib.* 2721–2728——Many are employed in the Post-office as extra clerks, and are paid for such extra duty, *Ib.* 2729.

2. *Saving that might be effected by the Simplification of the mode of Sorting Letters:*

The extension of the system of employing females in sorting letters recommended, *Hill* 82, *p.* 34——Defects of the present arrangements with regard to the assortment and delivery of letters; proposed remedy, *Ib. p.* 37——Saving that might be effected by the simplification of the mode of sorting letters, *Ib.* 656. 740——Objections to Mr. Hill's plan; innumerable errors and difficulties to which it would lead; estimate of the force required to carry it into execution, *Bokenham* 2253–2267——Observations on Mr. Hill's plan of arranging the letters for despatch in the evening by the post towns, alphabetically, instead of by the division into particular roads; impracticability of the plan, *Ib.* 2269–2272——Simplification in the system of sorting effected on the introduction of the Penny-post, *Ib.* 2273–2287.

3. *Sorting of Letters in their Progress to and from the Country:*

Time allowed for the sorting of letters to Birmingham, *Maberly* 1124——Evidence to show that, although the letters for the different towns in the Birmingham line are sorted on their journey, there must naturally be much sorting in the country, *Ib.* 1127——System of sorting proposed by Witness with regard to letters from the country, in February 1837; alterations subsequently made in that plan, *Hill* 2239–2252.

4. *How far the Letter-carriers are and might be employed as Sorters:*

In the event of consolidating the two classes of letter-carriers, no additional sorters would be required, *Hill* 166–175——The present letter-carriers are employed also as sorters, *Ib.* 167——Whether, in the event of hourly deliveries, they could be so employed, *Ib.* 168——The Twopenny-post letter-carriers cannot be spared to assist in sorting in the evening, *Smith* 2182, 2183.

*See* also *Branch Offices.* *Deliveries,* 1. *Females.*

*South of England Steam Navigation Company.* Amount of their tender for the conveyance of mails between Southampton and the Channel Islands, *Maberly's Ev. p.* 237.

*See* also *Channel Islands.*

*South Wales.* See *Birmingham.*

*South Western Railway Company.* Amount of their tender for the conveyance of mails between Southampton and the Channel Islands, *Maberly's Ev. p.* 237.

*See* also *Channel Islands.*

*Southampton Day Mail.* Date of the commencement of the London and Southampton day mail, *Maberly* 941——Time of arrival of the Southampton day mail at the General Post-office when originally established; time of arrival at present, *Ib. Ev. p.* 184.

*See* also *Channel Islands.* *West India Mails.*

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*Special Trains.* Unnecessary employment of special trains; cost of two night mails on the Birmingham and Gloucester Railway, *Hill* 313-317——Evidence respecting the discontinuance of the special trains between Birmingham and Gloucester, *Ib.* 626——Remarks thereon, *Maberly* 1567-1579. 1716.

*See* also *Birmingham and Gloucester Railway.*

*STAMPS:*

1. *Their Convenience to the Public.*
2. *How far they are convenient to the Arrangements of the Post-office.*
3. *Small Cost of them to the Government.*

1. *Their Convenience to the Public:*

Opinion originally expressed by Witness that postage stamps would prove convenient and acceptable to the public as a means of prepayment, *Hill* 72, *p.* 21——Though it is perfectly optional with the public to use stamps or not, they are applied to a considerable majority of the prepaid letters, *Ib. p.* 22——The public have adopted the request of the Post-office to put their stamps in a particular position; the regulation is in a great degree compulsory, *Bokenham* 2507-2509.

2. *How far they are convenient to the Arrangements of the Post-office:*

The Post-office has little trouble in examination except to see that the number of stamps is proportionate to the weight of the letter, *Hill* 72, *p.* 20——Opinion expressed by Colonel Maberly that the universal adoption of stamped covers would not much facilitate the deliveries, *Ib.*——Witness also anticipated that they would facilitate the operations of the Post-office, *Ib. p.* 21——It is now admitted by the practical officers of the Post-office that the exclusive use of stamps as a means of prepayment would facilitate their operations, *Ib. p.* 22——The use of the stamp has, to a certain extent, contributed to the Post-office convenience, *Bokenham* 2594, 2595.

3. *Small Cost of them to the Government:*

The genuineness of the stamps passed by the Post-office is now quite unquestioned, *Hill* 72, *p.* 20——Opinion expressed by Witness that they would be inexpensive to Government, *Ib. p.* 21——Their manufacture, carriage, and vending, cost the Government only about 2 per cent. on the gross proceeds of the stamps, *Ib. p.* 22——Improvement and economy in the manufacture and distribution of postage stamps recommended, *Ib.* 82, *p.* 34——There is no test now of the revenue, at particular places, since the introduction of stamps, *Maberly* 1514-1522——Remarks on Mr. Rowland Hill's suggestion for the improvement of stamps, *Lord Lowther's Ev. p.* 336——Comparative statement of the cost to Government of penny postage labels, and embossed postage envelopes, for the year 1842, *App.* 245.

*See* also *Accounts.* *Bokenham*, Mr. *Prepayments.*

*Stokes*, Mr. Statement in favour of the penny postage by Mr. Stokes, secretary of the Parker Society; the society could not have come into existence but for the penny postage, *Hill* 25, *p.* 13.

*Stratford.* Little convenience that would be afforded to places within the six-mile circle on the Stratford line, by the substitution of a despatch by the mails at half-past eight instead of the six o'clock despatch, *Smith* 1962.

*Subsidiary Mails.* There are a certain number of coaches that run particular lines which offer to carry bags; they get a relief, which is their best payment, from the payment of tolls, *Lord Lowther* 3070-3089. 3093-3099——The Post-office has no regularly established rule or practice with regard to acceding or not to propositions for establishing subsidiary mails, *Ib.* 3149, 3150.

*Suburbs of London.* Evidence as to the additional deliveries which have been established in the suburbs of London, *Hill* 201——The despatches from the suburbs of London should be even more frequent than the deliveries, inasmuch as the despatches would cost very little indeed, *Ib.* 202-205——A larger number of letters would come to the Post-office if the facilities of communication with the suburbs were increased, *Ib.* 206——Additional deliveries which have taken place in the suburbs of London lately, *Maberly* 861-863——Increased accommodation given for the delivery of letters in the suburbs of London since the appointment of the present Postmaster-general, *Smith* 1922-1934.——*See* also *Deliveries*, 5.

*Sunday Deliveries.* Letters delivered on Sunday morning beyond the three-mile circle; number of men employed on Sunday duty, *Smith* 2072-2079——Objections to a Sunday delivery in London, *Ib.* 2092-2096.

*Supernumeraries.* Number of supernumeraries employed in the Twopenny-post department, *Smith* 2067.

*Surveyors of the Post-office.* Opinion of the Committee of 1838 that the labour and responsibility of surveyors would be curtailed by Witness's plan, *Hill* 4, *p.* 6——Number of surveyors in England and Wales, *Maberly* 1103.

T.

*Taunton.* At Taunton women are employed as well as men in the Post-office, *Hill* 748.

*Transit Postage.* One cause of the increase of expenditure for the year 1842, as compared with 1839, has been the payments to foreign countries for transit postage, *Hill* 24, *p.* 10. *See* also *Bombay.*

*Travelling Office.* The most important inland office in the kingdom is what is technically called the travelling office on the London and Birmingham and Grand Junction Railways, *Maberly* 1121——Mode in which the letters were forwarded on the Birmingham line, and beyond Birmingham, previous to the establishment of the travelling office, *Ib.* 1127——There is no travelling office on any other line except between London and Preston, *Ib.* 1128–1130——The arrangements in the travelling office are exceedingly simple, *Ib.* 1131——Return of the number of towns with which the railway night post-office communicates, *Ib. Ev. p.* 185——Difficulties that would be encountered in the travelling railway-office, supposing the fee on the registration of letters to be lowered; number of clerks employed in the office; the system with regard to the office generally explained, *Bokenham* 2409-2435.——*See* also *Forward Office.*

*Travers, John.* Statement by Mr. John Travers, a wholesale grocer, that since the alteration in the postage, his correspondence is quadrupled, his credits are shortened, his payments are more quick and punctual, and his orders more numerous, *Hill* 24, *p.* 13.

*Treasury,* The. Period at which Witness made his proposition to the Treasury for the continuance of his alterations and improvements; this is most essential to the complete success of Witness's plan, *Hill* 115–118. 123. 129–134. 137——Reasons assigned for postponing their consideration, *Ib.* 119–122. 124–128——It is now the rule that all important communications between the Post-office and public departments should go to the Treasury, *Maberly* 992——This rule was laid down when first the great reforms in the Post-office commenced under the auspices of the late Chancellor of the Exchequer, *Ib.* 993–995——Circuitous course in which the business is now done, and by which delay arises, in consequence of the Post-office communicating with the Treasury, *Ib.* 992——Further evidence as to the delay in the Treasury correspondence with regard to the Post-office, *Ib.* 1009–1016——Question mooted by the Treasury, when any alteration in the Post-office arrangements is proposed, as to whether "it will pay its expenses," *Lord Lowther* 2881.——*See* also *Goulburn,* Mr.

*Treaties.* Every effort should be used to effect, upon advantageous terms, postal treaties with all the countries in the world, *Hill* 255——The advantages gained in postal treaties is very limited; their object is the lowering the postage and affording facilities for correspondence, *Lord Lowther* 2911.

*France.*—By the postal treaty lately concluded between this country and France the international postage is to be charged by bulk and not by individual letters, *Maberly* 929——The treaty with France has been the largest and most useful measure that was ever adopted as a Post-office measure, *Lord Lowther* 2880——Evidence as to his Lordship's views with respect to the French postal treaty, *Ib.* 2912–2921——It is likely to prove advantageous not only to France and England, but to the rest of the world; other countries are now finding out the advantage, and asking for treaties on the same principle of transit and optional payment, *Ib.* 3139, 3140.

Treasury Minute of 15th November 1839, desiring Mr. Fox Strangways to move Lord Palmerston to take measures for the purpose of bringing the subject of foreign postage to the early and most favourable consideration of foreign governments, *App.* 183——Letter from Mr. J. Backhouse to Mr. Robert Gordon, dated 18th December 1839, transmitting a copy of a note from Marshal Soult, in reply to one addressed to him by Lord Granville, on the proposal for the reduction of the postage on letters between Great Britain and foreign countries, *Ib.*——Letter from Mr. J. Backhouse to Mr. Robert Gordon, dated 16th February 1840, transmitting, for the information of the Lords of the Treasury, a copy of a despatch upon the above subject from Marshal Soult to Count Sebastiani, *Ib.* 184——Treasury Minute of 14th February 1840, stating that by the pressure upon the Post-office department, occasioned by the late alterations, their Lordships have been obliged to postpone any communication to the French Government in answer to their proposals respecting the reduction of postage, *App.* 185——Letter from Lord Lichfield to the Treasury, dated 28th February 1840, respecting the treaty with France for the reduction of postage between the two countries, *Ib.*——Letters from Lieutenant-colonel Maberly to M. Conte at Paris, dated respectively 19th and 30th November 1839, respecting the French treaty for the reduction of the postage between the two countries, *Ib.* 187.

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*Treaties*—continued.

Letter from Mr. Harloe to Colonel Maberly, dated 16th January 1840, stating, that although an alteration has been made in the rate of postage, he has been compelled to pay the old rate, *App.* 188——Letter from Mr. Lawrence, dated 25th January 1840, in reply, *Ib.*——Further letter from Mr. Harloe on this subject, dated 29th January 1840, *Ib.*——Reply thereto by Mr. Lawrence, dated 15th February 1840, *Ib.* 189——Extract from the convention between England and France for extending the facilities of communication by post between these countries, dated Paris, 30th March 1836, *Ib.*——Extract from the memorandum of agreement between the Post-offices of Great Britain and France, in pursuance of the 15th article of the convention of 30th March 1836, *Ib.*——Letter from Mr. R. Gordon to the Postmaster-general, dated 4th April 1840, transmitting letter from Mr. Backhouse, dated 18th December 1839, enclosing copy of a note from Marshal Soult, in reply to one addressed to him by Earl Granville, upon the subject of the reduction of postage on letters between Great Britain and foreign countries, together with a copy of their Lordships' Minute of the 4th January 1840, thereon, *Ib.*

Letter from Lord Lichfield to the Lords of the Treasury, dated 18th April 1840, acknowledging the receipt of Mr. Gordon's letter of the 4th instant, transmitting the letter from Mr. Backhouse and note from Marshal Soult; observations thereon, *App.* 191——Treasury Minute of 28th April 1840, on the letter from the Postmaster-general of 18th April 1840, *Ib.* 192——Letter from Mr. J. Backhouse to Mr. R. Gordon, dated 28th March 1840, transmitting copy of a despatch from Lord Granville, enclosing a copy of the reply of M. Thiers to the note which Lord Granville had been instructed to address to the French Government, relative to the reduction in the rates of postage on letters passing between England and France, *Ib.* 193——Treasury Minute of 20th April 1840 on M. Thiers' letter of 21st March 1840, *Ib.* 194——Letter from Lord Leveson to Mr. Robert Gordon, dated 19th June 1840, transmitting copy of a despatch from Lord Granville, enclosing a copy of a letter received by his Lordship from M. Thiers, in reply to the note which his Lordship had addressed to the French Minister, relative to the proposed reduction in the Post-office charges on the correspondence between England and France, *Ib.* 194—— Treasury Minute of 30th June 1840, thereon, *Ib.* 195——Letter from Viscount Canning to Sir George Clerk, bart., transmitting, for the consideration of the Lords of the Treasury, a copy of a note addressed by M. Guizot, the French Minister for Foreign Affairs, to Her Majesty's Ambassador at Paris, proposing to resume the negotiations for the improvement of the Post-office arrangements between Great Britain and France, and a diminution of the charges on the correspondence between the two countries, *Ib.* 195.

Letter from Lord Lowther to the Treasury, dated 7th January 1842, stating that the proposal of the French Minister to resume the negotiations for the improvement of the Post-office arrangements with Great Britain shall receive his Lordship's attentive consideration as early as possible, *App.* 195; Treasury Minute of 7th January 1842, thereon, *Ib.*——Letter from Lord Lowther to the Lords of the Treasury, dated 26th March 1842, stating that he is ready to resume the consideration of a further convention with France, for the improvement of the Post-office arrangements between the two countries, *Ib.* 196——Memorandum by Mr. Hill, dated 27th April 1842, on the postage negotiation with France, *Ib.* 201——Treasury Minute, dated 6th May 1842, directing that a copy of the Minute of the 28th of April 1840, be forwarded to the Postmaster-general, and that his Lordship be acquainted that my Lords do not think it advisable to depart from the principle laid down in that Minute, and in that of their former Minute of the 4th of the same month, *Ib.* 201——Letter from the Postmaster-general to the Lords of the Treasury, dated 18th November 1842, stating the arrival in London of M. Dubost of the French Post-office, with a view to negotiating the new convention, and laying various documents before their Lordships, *Ib.* 202.

Copy of letter from M. Conte of 9th September 1842, announcing the mission of M. Dubost, to negotiate the treaty with the Postmaster-general, *App.* 202——Copy of M. Dubost's letter, dated 3d November 1842, protesting against article 33 of the amended treaty, and arguing in support of the construction put by the French Government on the Treasury Minute of 30th April 1840, as communicated through Lord Palmerston, with reference to article 29, *Ib.* 203——Copy of a further letter from M. Dubost to the Postmaster-general, dated 9th November 1842, enclosing his estimate of the loss which will be sustained by France from the reduction or abolition of the French transit rates, on the British correspondence passing through their territory, *Ib.* 209——Copy of letter from Colonel Maberly to M. Conte, dated 26th May 1842, stating that the Postmaster-general having communicated to the Lords of the Treasury, he was prepared to resume the consideration of a further convention with France, for the mutual reduction of postage between the two countries, *App.* 211——Treasury Minute on the documents enclosed in the Postmaster-general's letter to the Lords of the Treasury, dated 18th November 1842, *Ib.* 212.

*South America.*—There have been several postal treaties with the new republican states in South America, *Lord Lowther* 2880——A postal treaty has been concluded with the States in South America since Witness entered office, *Ib.* 2909, 2910.

*See* also *Belgium. Foreign and Colonial Letters. France. Mexico. Prussia. Venezuela.*

*Trieste.*

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*Trieste.* See *India Mails.*

*Twopenny Rate.* Great inconvenience which would be suffered by the public by adopting an uniform Twopenny rate, *Hill* 214–218——Probable addition a Twopenny rate would make to the revenue, *Ib.* 477–485——Opinion with respect to the Twopenny rate, with a view to the revenue; probable increase calculated upon, *Maberly* 1249——Opinion generally in favour of a Twopenny instead of a Penny rate, *Lord Lowther* 2890–2894. 2901–2908——His Lordship voted for a Twopenny rate thinking it would produce more than a Penny rate, *Ib.* 2960.——*See* also *Goulburn,* Mr.

U.

*Uniformity of Rate.* In his evidence before the Postage Committee in 1838, Witness proposed an uniform rate of postage, not only on account of the great simplicity which would result from it in all the operations of the Post-office, but because of its abstract fairness, *Hill* 4, *p.* 5——One improvement already effected by Witness's plan is the uniform and low rate of 1 *d.*, which has been adopted as the general postage throughout the United Kingdom, *Ib.* 14——Results of the adoption of an uniform rate of postage, *Ib.* 72, *p.* 20, 21——It has undoubtedly been a convenience to the Post-office arrangements, *Bokenham* 2585——If Witness had his own choice, he would rather have had a scale with different charges, *Ib.*——Any person connected with the Post-office would be anxious to have it so, *Ib.*

*Unpaid Letters.* Accounts would be simplified by putting an end to money prepayments, and eventually to unpaid letters, *Hill* 66–68.

*Up Day Mails.* Trifling convenience that the public now derive from the up day mails; proposed alterations, with a view to increased accommodation, *Hill* 337–339.

*See* also *Day Mails.*

V.

*Venezuela.* A postal treaty has been concluded with Venezuela since Witness entered office, *Lord Lowther* 2909, 2910.

*Villages.* Statement made by Witness in his evidence in 1838, that if his plan were put into operation, one part of it would be to establish a post-office in every village, *Hill* 4, *p.* 5——Extract of letter from Professor Henslow, stating that a somewhat improved arrangement in the transmission of letters to our villages, which might be easily accomplished, would greatly accelerate the developement of country letter-writers, *Ib.* 24, *p.* 12, 13.——*See* also *Rural Posts.*

W.

*Wales, South.* See *Birmingham.*

*Walks.* The Twopenny-post letter-carriers' walks are more extensive in distance than the General-post letter-carriers, *Smith* 2045–2049——Average length of a letter-carrier's walk; rate at which they walk, *Ib.* 2173–2177——Meaning of a walk in Post-office language, *Ib.* 2852.——*See* also *Letter-carriers,* **1.**

*Walthamstow.* Little convenience that would be afforded to places within the six-mile circle on the Walthamstow line, by the substitution of a despatch by the mails at half-past eight, instead of the six o'clock despatch, *Smith* 1962.

*Watches.* Watches are sent to remote places, when they would not otherwise be purchased, if they could not be transmitted through the post, *Hill* 24, *p.* 13.

*Watson,* Lieut. Statement by Lieut. Watson, that the penny postage has enabled him to complete his system of telegraphs, *Hill* 25, *p.* 13——He has now telegraphs on many of the most important headlands of England and Scotland, *Ib.*

*Weight of Letters, &c.* One improvement effected by Witness's plan is, that weight has been adopted as the only standard for increase of charge, *Hill* 14——An especial arrangement has been made whereby the ordinary limitation in the weight of packets to 1 lb. has been waived in favour of bankers' parcels and law papers, *Ib.*——Charging by weight, instead of by enclosure and weight combined, has not been attended with the least increase of trouble, *Ib.* 72, *p.* 20——Mr. Bokenham stated that charging by weight would occupy double time, *Ib.*——Result of the adoption of Witness's suggestion of charging by weight, *Ib.* 72, *p.* 21——The relaxation of the present restrictions as to weight recommended, *Ib.* 82, *p.* 34; *Ev. p.* 40——Remarks on this suggestion, *Lord Lowther, Ev. p.* 335——Statement, showing that an increase in the weight allowed for Twopenny-post letters, would not increase the number sufficiently to compensate the revenue, *Smith* 1954, 1955——Increase in the profit with regard to letters of extra weight; any extension of the limit deprecated, *Ib.* 2137–2144. 2186–2190.

*See* also *Bokenham,* Mr. *District Posts. France. Parcels.*

Report, 1843—*continued.*

*Weight of Mail-bags.* Average weight of the mail-bags conveyed on the Birmingham and Gloucester Railway, *App.* 62.

*Wellington,* Duke of. Statement by the Duke of Wellington, on the 5th August 1839, that, with reference to the adoption of any particular plan, Mr. Rowland Hill's was most likely to be successful, *Hill* 4, *p.* 7.

*West India Mails.* Suggestion that West India mails should be sorted on board into Falmouth and Southampton districts, *Hill's Ev. p.* 41——Remarks on this proposal, *Lord Lowther's Ev. p.* 335——Total annual cost of the mails to the Government; utmost amount of postage that can be expected, *Hill* 85——Annual cost of the West India contract; gross maximum amount of the postage on letters conveyed, *Maberly* 1434.

It is deemed for the interest of the country generally an arrangement worthy of being maintained; it was done without any consultation with the Post-office, *Maberly* 1434–1438——The arrangement respecting the mails, regarded simply as a Post-office arrangement, is a very unprofitable one, *Ib.* 1435——Witness is unfavourable to the West India arrangement, *Ib.* 1442. 1444. 1447–1449——The West India packets do not pay, *Lord Lowther* 3065.

Appointment of a commission by the Treasury to consider which would be the best port to despatch the West India packets from, *Maberly* 1698——Subsequent employment of this commission in inquiring into the best port for communication between the Channel Islands and the United Kingdom, *Ib.*——*See* also *Packet Service.*

*West Indies.* Statement made by Mr. Hill in his evidence, that foreign or transit letters cannot be forwarded through this country by post to the West Indies, unless they have some agent in this country to pay postage for them, *Maberly* 946——No measures have been taken to remedy this inconvenience, *Ib.*——The great object in the postal treaties was, that there should be one rate of postage to extend to all the West Indies, *Lord Lowther* 2911——Evidence as to sending out a surveyor to the West Indies to make arrangements with respect to the Post-offices in the West Indies, *Ib.* 2925–2931.

*Western Roads.* Whether there have been any additional deliveries on the western roads, *Hill* 21.

*Weymouth.* See *Channel Islands.*

*Willoch,* Mr. Extract from letter from Mr. Willoch, postmaster at Manchester, to the Chairman of the Postage Committee, relative to letters being sent as coach parcels, *Hill* 82, *p.* 42.

Y.

*York and North Midland Railway.* Letter from Lord Lowther to the Treasury, respecting the excessive payments for mails on this railway, *App.* 60——Order of the Postmaster-general, dated 12th February 1841, to the York and North Midland Railway Company, (being lessees or tenants of the Leeds and Selby Railway,) with respec to the conveyance of the mails from Leeds to Selby, *Ib.* 63——Also from Altofts to York, *Ib.* 64——Order from the Postmaster-general, dated 27th April 1841, respecting the conveyance of the mails from York to Normanton, *Ib.* 65——Further notice from the Postmaster-general, dated 27th April 1841, served upon this company, respecting the conveyance of the mails between Leeds and Selby, *Ib.* 66——Copies of correspondence between Mr. Stow and Mr. Hudson, Chairman of the Company, relative to the length of the lines belonging to that company, used for the conveyance of the mails, *Ib.* 71——Time-bills of mail trains belonging to the York and North Midland Railway Company, as they were running on the 28th December 1841, *Ib.* 73——York and Normanton Railway day mail time-bill, *Ib.*——Rugby, Wakefield, York and Darlington time-bill, *Ib.*——Darlington, York, Wakefield and Rugby time-bill, *Ib.* 74——Statement of the distance run, according to which any payment of mileage has been made to the Railway Company, *Ib.* 75——Annual rate of payments made by the Post-office to the York and North Midland Railway Company, *Ib.*——Tabular statement giving the information required by the letter from the Treasury, bearing date 9th April 1842, in regard to the conveyance of the mails on the York and North Midland Railway, *Ib.* 79——Statement showing when the mail trains of this railway, for which excessive payment has been made by the Post-office, commenced running; the date when the error was first known to the Post-office, and the annual and total amount of excessive charge up to such time, *Ib.* 258.